

AIRFIX magazine

FOR PLASTIC MODELLERS

August 1975
monthly 22p



in this issue

Make a 'minesweeping' Heinkel He 111
Light Tank Mk VIB in 1:35 scale
'Dad's Army' organisation and equipment



Britfix

our name...your bond

Britfix

Polystyrene Cement 77
Suitable for all polystyrene plastics, except expanded or foam.

Britfix

Balsa Cement 66
A quick drying cement for balsa wood and other soft woods.

Britfix

Tissue Paste 44
for paper, card and tissue.

Britfix

Model filler
fills polystyrene or wood.

Britfix

Liquid Glue 33
for paper and cardboard

Britfix

Epoxy 88
an exceptionally strong adhesive.

Britfix

5-minute Epoxy 19
an extremely strong, fast bond which sets in only 5 minutes.

Britfix

Clear Adhesive 22
general all-purpose adhesive

Britfix

Liquid Polystyrene Cement 70
suitable for all polystyrene plastics, except expanded or foam.

Britfix and HUMBEROL

AVAILABLE FROM ALL MODEL SHOPS AND MOST TOY SHOPS.

CONVERSION DOUBLES

1/72 Scale

EB1	Bagged Super Sabre plus Airmodel 101 2 Seat Canopy Conversion NA F100F	£1.30
	Bagged Voodoo F101 F101B	£1.30
	Bagged Thunderchief F105 F105F	£1.30
EB2	Airfix Mig 15 plus Airmodel 103 2 Seat Canopy Conversion 15UIT	80p
	Hasegawa Mig 21 (also includes canopy for IL2) 21 UIT	80p
EB3	Matchbox Mirage plus Airmodel 104 2 Seat Canopy Conversion 111 B/B2	90p
	Airfix Jaguar (also includes G91 canopy) T2	90p
EB4	Frog Kittyhawk plus Airmodel 107 Canopy Conversion P40N	90p
	Airfix P51 Mustang Canopy/Tear Drop Conversion P51D	90p
	Revell F4U Corsair FG1A	90p
EB5	Frog Meteor 4 plus Airmodel 108 2 Seat Canopy Conversion T7 or N14	90p
	Airfix Jet Provost T5	90p
EB6	Frog Avenger plus Airmodel 109 Canopies Conversion TBM 3U/3R	99p
	Airfix Skyraider Canopy Radome AD 4W	99p
EB7	Airfix Hunter F6 plus Airmodel 110 2 Seat Canopy Conversion T7	80p
	Airfix Lightning F1 T4	80p
EB8	Airfix JU 88 plus Airmodel 112 Canopy/Noses/Gondolas JU 88 A, C, G.H.P.	60p
EB9	Airfix Wellington Airmodel 116 Window Noses Conversion B1/GR X1V	80p
EB10	Frog Spitfire V1 plus Airmodel 118 Canopy Conversion FL103 (Piloted V1)	62p
EB11	Frog JU 87 plus Airmodel 119 Personnel Pods JU 87D Personnel Carrier	78p
EB12	Frog Lightning P38 plus Airmodel 120 Canopy conversion P38M Night Lightning	68p

EB13	Hasegawa Sabre F86F plus Airmodel 121 Fuselage conversion F86D Sabre Dog	68p
EB14	Frog Dornier 172 plus Airmodel 130 Canopy conversion DO 17E/F Fuselage Section DO 215B	£1.05
EB15	Hasegawa F102 Delta Dagger plus Airmodel 131 Canopy/Fuselage Convair TF102	£1.35
EB16	Matchbox BF109E plus Airmodel 134 Canopy conversion BF109E 4/9	68p
	Airfix BF109G BF109K/G 10/12/16	68p
EB17	Frog FW 190 A/3 plus Airmodel 135 Canopies conversion FW190 A & F	40p
EB18	Frog Meteor plus Airmodel 144 Fuselage/Canopy conversion Meteor F8	78p
EB19	Airfix AC47 plus Airmodel 152 Fuselage/Canopy Conversion Douglas B18 Bolo	£1.45
EB20	Matchbox Lysander plus Airmodel 218 Tail Sect./Gun Turrets W. Lysander Twin Tail	£1.10
EB21	Revell Jolly Green Giant plus Rahex Conversion 1 Sikorsky HH3F Windows/Radome Pelican US CG	90p
EB22	Airfix Canberra plus Rayhex Conversion 2 — Nose — Canberra T11/T19/TP52	£1.05
EB23	Airfix Phantom F4 plus Rayhex Conversion 3 — Nose — RF4B, C.E.	£1.20
EB24	Airfix Sea King plus Rayhex Conversion 4-Window/Radome R. Navy Sea King	65p
EB25	Airfix Mosquito plus Rayhex Conversion 5 — Thimble nose — Mosquito	65p
EB26	Airfix Beaufighter plus Rayhex Conversion 5 — Thimble Nose — Beaufighter	50p
EB27	Airfix Hunter F6 plus EB Conversion 1 — Canopy — Hunter T7	55p
EB28	Airfix Harrier FGR1 plus EB Conversion 2 — Canopy — Harrier T2	55p

AIRFIX

1/24 Scale Superkits	
EB29	Spitfire 1A with prop motor £2.80
EB30	ME Bf 109E with prop motor £2.80
EB31	P51D Mustang with prop motor £3.60
EB32	Hawker Hurricane Mk 1 with prop motor and Detailed Drawing £3.80
EB18	H.S. Harrier GR1 with prop motor £5.15

Battle Front History
00/HO Scale — £1.40 post paid
'D' Day — German Defence
El-Alamein German Defence
El-Alamein Allied Attack
Stalingrad German Attack
Stalingrad Russian Defence
Guadalcanal U.S. Attack
Guadalcanal Japanese Defence
(N.B. Paint Set omitted from these kits)

ESCI

New 1/72 Scale AFVs	
Sturmgeschultz 111G	60p
Elephant	60p
King Tiger	60p
Jagdtiger	60p
Opel Blitz	60p
also	
PZKPFW 111 Ausf M	55p
Hanomag SDKFZ 251/1	55p
PZKPFW 11 Ausf F	55p
105 S/P Howitzer Wespe	55p
Marder 111	55p
Hetzer 38T	55p
150 mm S/P Howitzer Hummel	55p
Catalogue	p/p 40p

AIRMODEL

1/72 Scale Vac-formed	
108	Meteor T7 — Canopy 20p
114	Meteor F8 — Canopy 30p
147	Comptel 15WAL £1.75
162	Heinkel HE46 — Complete £1.20
168	H. Pembroke — Complete £1.25
175	Douglas B66 — Complete £1.99
182	JU 287D — Complete £2.50
192	Lockheed Jetstar £1.10
194	JU 388J K L Fuselage £1.15
206	Fairchild Provider £3.60
218	Westland Lysander Tail Sect./Gun Turrets 90p
271	BF 109H — 1 W. Sect./Canopy 90p
302	Lockheed HC 130 Radome/Canopy 35p
305	Catalina PBY 5 £1.15
	FW 58 Stosser (coming soon)
Send stamped addressed envelope for full list.	

BANDAI

NEW 1/48 Scale AFVs	
M3 A1 Halftrack	£1.00
Willis Jeep	£1.00
Long Tom	£1.00
Austin K5 3 Ton	£1.00
Daimler Mk 1 A/Car	£1.00
Matilda Mk 3	£1.00
Valentine Mk 2	£1.00
SU Tank Destroyer SU 85	£1.00
British Infantry	35p
Catalogue	p/p 50p

TAMIYA

NEW 1/35 AFVs	
T34/76	£2.50
PZKPFW 111 (R/C)	£3.75
Wehrmacht Mounted Infantry	49p
SDKFZ 222	£1.40
M41 Walker Bulldog (R/C)	£3.75
SDKFZ 7 with 20 mm quad	£3.80
AA crew	£2.50
PZKPFW V1 Tiger 1	£2.99
US M10	35p
Brick Wall Set	£1.75
Horch 1A	£1.75
NEW 1/48 Scale Aircraft	
Lancaster B1/B111	£7.99

CONVERSIONS

White Plasticard	
.005	9p
.010	10p
.015	12p
.020	13p
.030	20p
.040	25p
.060	40p
Clearglaze	
.010	18p
.020	20p
Micro Strip Assorted	35p
Micro Rod Assorted	29p
Micro Gloss	48p
Micro Flat	48p
Micro Sol	48p
Micro Set	48p
Micro Weld	48p
Mek Pak	13p, 18p, 28p
Dulcote	22p
Glosscote	22p
Squadron Green Stuff	48p
Liquaplate	77p
Plastic Assorted Girders	45p

ITALAERE!

NEW 1/72 Scale	
JU 86D1	£1.65
Caproni CA 311	£1.60
NEW 1/35 AFV	
Horch KFZ 15	£1.75
PZKW IV G	£1.99
Italian Paratroops	55p
Coloured Catalogue	p/p 32p

FUJIMI

1/76 Scale AFVs	
NEW	
SU 85	60p
T34-85	60p
Chi-Ha	60p
Jap Tank Dest. Mk 1	60p
CH I. HA with 75 mm Gun	60p
Japanese Infantry	60p

MANIA

1/48 Scale	
Type 97 Fighter AB	£2.60
1/72 Scale	
Type 99 Sonia (double kit)	£2.60
Type 97 Kate (double kit)	£2.60

RAYHEX

1/72 Conversion Kits	
1 Windows/Radome	
Sikorsky HH 3F	30p
2 Nose Canberra T11/T19	39p
3 Nose Phantom RF4B,C,E	55p
4 Windows/Radome R.N. Sea King	20p
5 Thimble Nose Mosquito/Beaufighter	20p

MAX

NEW 1/35 Scale AFVs	
US Army 4x4 Scout Car	£2.75
British Army Military Truck	£3.00

RAREPLANE

1/72 Scale Vac-formed	
N.A. FJ1 Fury	£1.20
Mustang P51H	50p
Fairy Fulmar	£1.10
Martin B10	£1.35
D.H. Rapide	£1.35
Super Constellation	£4.00

Postal Charges (UK)

Orders up to £1	20p
Over £1 up to £2	35p
Over £2 up to £3	45p
Over £3 up to £4	50p
Over £4 up to £6	60p
Over £6 up to £8	70p
Over £8 Post Free	

Goods are offered at prices ruling at date of order and subject to availability.

We regret that we cannot answer general enquiries unless accompanied by S.A.E.

Overseas — Please send 2 Postal Reply Coupons for Pro-forma Invoice of cost of goods and Overseas Postal Charges.

ERNEST BERWICK (MODELS TOYS LEISURE) LIMITED

11a NEWLAND STREET, KETTERING, NORTHANTS NN16 8JH Telephone 85998

VINTAGE AIRCRAFT DIRECTORY

The 1975 edition of Gordon Riley's best selling Directory listing all the twenty-five-year-old aircraft in Britain including owner, state of air worthiness and location. A must for all enthusiasts. Sixty-four pages. 38 illustrations. 75p.

BATTLE OF BRITAIN PRINTS INTERNATIONAL LTD.,
3 NEW PLAISTOW ROAD, LONDON, E.15

Please send me copies
of the Vintage Aircraft
Directory at 83p (incl. p. & p.)
I enclose PO/IMO/Cheque
for

NAME

ADDRESS

ALEXANDERS (Model Dept)

268 Kentwood Hill, Tilehurst, Reading, Berkshire RG3 6DR

Tel. Reading (0734) 27279

Open until 1 p.m. Sunday

AIRFIX SERIES 7 1/12 Scale

Show Jumper £1.39

SERIES 1 54 mm Scale

French Line Infantryman 25p

SERIES 4 1/72 Scale

Short Skyvan 69p

Matchbox 1/72 Scale

PK 2 Spitfire Mk IX 30p

PK 16 Hawker Harrier 30p

PK 24 Brewster Buffalo (New) 30p

1/76 Scale

PK 71 Sherman Firefly Tank 30p

PK 76 Puma Armoured Car 30p

PK 77 Sd Kfz 124 Wespe 30p

A full range of kits always in stock. Delivery by return. POST FREE on all orders over £1.00 (in U.K.) Orders up to £1.00 add 10p postage.

Personal shoppers made welcome, always a friendly service.

AIRFIX HO/00 Scale

Chi-Ha Tank 25p

Armoured Car 25p

Tank Transporter 34p

88 mm Flak Gun 34p

Buffalo & Jeep 34p

Control Tower (New) 49p

TAMIYA 1/12 Scale

JPS Lotus 720 £5.99

Yardley McLaren (New) £6.50

Team Manager (New) 70p

Driver (New) 70p

Mechanic/Tuning Engine (New) 70p

Mechanic/Changing Wheel (New) 70p

Tool Kit (New) 70p

BELLONA

BATTLEGAME - LANDSCAPE -
DIORAMA PIECES IN 20/25mm SCALE

- 01 - 1914/1918 Trench System
02 - Mine Road
03 - The Hedges
04 - Twin 88mm Gun Position
05 - Fighter Dispersal Bay
06 - 70mm A/T Strong Point
07 - Ambush
08 - Fortified Beach Position
09 - The Ravine
10 - Roman Marching Fort
11 - Three Nissen Huts
12 - Ancient Hill Fort
13 - ACW Log Fort
14 - British Civil War Star Fort

- 81 - British Artillery Position & Mortar Pit
82 - German Artillery and Self-propelled Gun Position
83 - Two Bunkers plus one in ruins
84 - Seven Emplacements
85 - WW1 German Trench System
86 - Revetted Breastwork - Napoleonic
87 - Circular Emplacements (Lge & Sm)l
88 - Two Cottages in ruins
89 - British Pillbox and Dugout
90 - Encampment of 12 Bivouacs
91 - Tank Trap (5 double rows of 6)
92 - German Pillbox and MG Position
93 - Two Revetted Earthworks

- BB16 - War Game Bridge (2 bridges - one destroyed plus plank!)
BB17 - Nissen Hut in natural setting
Wv1 - Six Lengths of Walling 4" long
Wv2 - Three Lengths Stone Walling 9 1/2" long
Rv1 - River Bridge - three spans
Rv2 - River Bridge 8" long 2" wide road
Rv3 - Culvert Bridge 6 1/2 lengths walling
Rv4 - River Section Straight
Rv5 - River Section Curved
Rv6 - Stream Section Straight (2 lengths)
Rv7 - Stream Section Curved (2 lengths)
Rv8 - River Bridge in ruins
Rv9 - River Bridge in ruins

A1 - Row of three French style houses in low relief - 30p 2 inc. vat.

Above items price 20p each inc. vat.

BELLONA BOOKLET - 16p inc. postage

MICRO-MOLD

1-2 UNIFAX WOODS WAY GORING-BY-SEA SUSSEX Tel: WORTHING 46999

RUSSIAN

KV1 Tank
T34/76 Tank
T34/85 Tank
KV2 Tank
SU 76 Assault Gun
M39 Anti-Tank Gun
JS 152 Assault Gun
BA-10M Armoured Car
SU 85 Assault Gun
Stalin Tank
Gaz 4 x 6 Truck
Gaz 4 x 4 Truck
BT Tank
JS II Tank
Katyska Rocket Launcher
KV85
SU 100
155 mm. Tracked Howitzer

ITALIAN

M13/40 Tank
Sermovente 75/18
Autoblinda Armoured Car

AMERICAN

Grant Tank
Sherman Tank
Stuart Tank
M3 Halftrack
M3 Halftrack
1/4 ton Jeep
155 mm Howitzer
M8 Armoured Car
Sherman Firefly
Chev. L.R.D.G. Truck
M10 Tank Destroyer
M18 Tank Destroyer
D.U.K.W.
Mack 6 x 6 Truck
Chev. 30 cwt. Truck
M36 Tank Destroyer
Pershing

BRITISH

Crusader Tank
Matilda Tank
Valentine Tank
Churchill Tank
Cromwell Tank
Humber Armoured Car
25 pdr. Gun (Firing)
25 pdr. Gun (Limbered)
17 pdr. Gun (Firing)
6 pdr. Gun (Firing)
Daimler Scout Car
Scorpion Flail
Centaur A.R.V.
Austin Bowser
Bedford Q.L. 3 ton truck
British A9 Tank
Vickers Light Tank
White Scout Car
Stag Hound Armoured Car
2 pdr. Gun (Firing)
Quad Truck
Bishop S.P. Gun
Bofors Quad
Daimler Armoured Car
Harrington Armoured Car
Archer 17 pds. S.P. Gun
A13 Cruiser Tank
A30 Challenger
Bren Carrier
Scammell Pioneer
Scammell Breakdown Crane
Austin 3 ton Truck
Austin 30 cwt. Truck
A.E.C. Mk. I Armoured Car
Morris 15 cwt. Radio Truck
Morris 15 cwt. Bowser
Crusader III A.A.
Priest S.P.G.
Humber Staff Car
Rolls Royce A/Car (1932-41)

GERMAN

Pz.Kpfw.I Tank
Pz.Kpfw.II Tank
Pz.Kpfw.III Tank
Pz.Kpfw.IV Tank F1
Pz.IVf2
Tiger I Tank
Tiger II Tank
Jagdiger
Panther Tank
Jagdpanther
Stug III Assault Gun
Elephant
Pz.Kpfw. 4.7 cm. Pak(t)
Sd.Kfz. 7(88 Tractor)
M/C Combination
Opel Blitz 3 ton Truck
Daimler Benz 3000L Truck
Pz.Kpfw. 38(t)
Sturmiger
Opel Maultier Halftrack
Sd.Kfz. 250
Sd.Kfz. 250/8 7.5 cm.
Sd.Kfz. 250/9 Armoured Car
Daimler Benz Bowser
Marder III Pak 76.2 mm. (R)
Kubelwagen
Sd.Kfz. 234/4 Armoured Car 7.5 Pak 40
Sd.Kfz. 233 Armoured Car 7.5 L24
Sd.Kfz. 232 Armoured Car
Sd.Kfz. 234/ (Puma)
8.8 cm. Flak (Firing)
8.8 cm. Flak (Limbered)
5.0 cm. Pak 38 (Firing)
7.5 cm. Pak 40 (Firing)
8.8 cm. Pak 43 (Firing)
Sd.Kfz. 222 Armoured Car
Steyr 1500 Field Car
PzFH Wespe 105 mm. S.P. Gun
Nashorn 88 mm. S.P. Gun
Ostwind 37 mm. A.A. S.P.G.
Opel Radio Truck

SKYTREX LIMITED

28 CHURCH STREET, WYMESWOLD, LEICESTERSHIRE

1/300 MICROARMOUR ALL AT 8p EACH

Postage: 10% up to £5, Free over £5
Overseas: 30% over £7, 60% under £7

For details of our other products send a stamped self-addressed envelope.

Armour/Infantry Action 1925-1950 95p
Micro-Warfare-Ground Forces W.W.II 50p

Jagdpanzer IV
Hummel
Marder III
Jagdpanzer Hetzer
Sturmpanzer IV
Sd.Kfz. 7 (Open top)
Kettenkrad
SiG33/150 mm. S.P.G. 38(t)
37 mm. A.A. S.P.G.
Sd.Kfz. 251 Halftrack
Sd.Kfz. 251/7 Engineers Vehicle
Sd.Kfz. 251/9 75 mm. L24
Sd.Kfz. 251/16 Flame Thrower
Sd.Kfz. 251/17 A.A. 20 mm.
Nebelwerfer
Saurer Heavy Truck
S.W.S. 40 Halftrack
Mercedes Staff Car
Sd.Kfz. 250/7, 80 mm. Self propelled mortar
Karl Super Heavy mortar 30p

WARGAME × 60 = T The largest selection of military simulation games ever presented: 60 games re-creating famous battles from every period of history and at every level of operation — from the tactics of the Greek phalanx to the mechanised armies of Germany to the plane-to-plane electronic warfare of tomorrow. Exciting games of decisive action that allow you to assume the roles of the greatest commanders in history . . . enabling you to replay events and explore alternative outcomes.

STARFORCE

"Alpha Centauri"
Interstellar Conflict in
the 25th Century

Star Force: Alpha Centauri is a strategic and tactical level simulation of interstellar conflict. The 22" by 28" strategic map (called the Stellar Display) depicts a rough sphere of space, twenty-two light years in radius around the central Solar (Human) system. It includes the star systems of Sol, Alpha Centauri, 82 Eridani, 61 Cygni and 13 other systems without habitable planets, as well as 55 other star systems without such planets.

Foxbat & Phantom

Tactical Aerial Combat
in the 1970s

Jet-to-jet warfare at speeds of Mach-2 and more. Aircraft represented include the F-4 Phantom, the MiG 25 Foxbat, the Mirage III, the A-7, the Tomcat, and many more. Dozens of scenarios possible. Situations printed on map. 255 counters.

EACH GAME CONTAINS a large, well designed terrain map beautifully printed on high-quality paper. Also provided are 100 to 500 die-cut playing pieces representing the military units participating in a given battle. Comprehensive step-by-step rules of play create an accurate historical framework for each game. All the elements in each simulation are the result of extensive testing and research by the staff of Simulations Publications (the publishers of Strategy & Tactics Magazine). Games are individually packaged in a specially designed, multi-compartmented plastic tray with a handsomely illustrated cover.

Here's most of the collection . . .

(Listed alphabetically)

- | | | | |
|--|-------|---|-------|
| <input type="checkbox"/> American Civil War | £3.99 | <input type="checkbox"/> Napoleon at Waterloo | 49p |
| <input type="checkbox"/> American Revolution | £3.99 | <input type="checkbox"/> Napoleon De Luxe | £1.99 |
| <input type="checkbox"/> Ardennes Offensive | £3.99 | <input type="checkbox"/> NATO | £3.99 |
| <input type="checkbox"/> Austerlitz | £3.99 | <input type="checkbox"/> 1918 | £3.99 |
| <input type="checkbox"/> Barbarossa | £3.99 | <input type="checkbox"/> Normandy | £3.99 |
| <input type="checkbox"/> Borodino | £3.99 | <input type="checkbox"/> Operation Olympic | £3.99 |
| <input type="checkbox"/> Breakout & Pursuit | £3.99 | <input type="checkbox"/> Panzer Armee Afrika | £3.99 |
| <input type="checkbox"/> Bull Run | £3.99 | <input type="checkbox"/> Patrol | £3.99 |
| <input type="checkbox"/> "CA" | £3.99 | <input type="checkbox"/> Red Star/White Star | £3.99 |
| <input type="checkbox"/> Combined Arms | £3.99 | <input type="checkbox"/> Rifle & Saber | £3.99 |
| <input type="checkbox"/> Dark Ages | £3.99 | <input type="checkbox"/> Search & Destroy | £3.99 |
| <input type="checkbox"/> Desert War | £3.99 | <input type="checkbox"/> Seelowe | £3.99 |
| <input type="checkbox"/> East is Red | £3.99 | <input type="checkbox"/> Sinai | £3.99 |
| <input type="checkbox"/> El Alamein | £3.99 | <input type="checkbox"/> Sniper! | £3.99 |
| <input type="checkbox"/> Fall of Rome | £3.99 | <input type="checkbox"/> Soldiers | £3.99 |
| <input type="checkbox"/> Flying Circus | £3.99 | <input type="checkbox"/> Solomons Campaign | £3.99 |
| <input type="checkbox"/> Foxbat & Phantom | £3.99 | <input type="checkbox"/> Spitfire | £3.99 |
| <input type="checkbox"/> Franco-Prussian War | £3.99 | <input type="checkbox"/> Starforce | £3.99 |
| <input type="checkbox"/> Frigate | £3.99 | <input type="checkbox"/> Strategy 1 | £7.25 |
| <input type="checkbox"/> Grenadier | £3.99 | <input type="checkbox"/> Tank | £3.99 |
| <input type="checkbox"/> Kampfpanzer | £3.99 | <input type="checkbox"/> Turning Point | £3.99 |
| <input type="checkbox"/> Korea | £3.99 | <input type="checkbox"/> U.S.N. | £3.99 |
| <input type="checkbox"/> Kursk | £3.99 | <input type="checkbox"/> War in the East | £3.99 |
| <input type="checkbox"/> La Grande Armee | £3.99 | <input type="checkbox"/> Wilderness Campaign | £3.99 |
| <input type="checkbox"/> Lee Moves North | £3.99 | <input type="checkbox"/> Winter War | £3.99 |
| <input type="checkbox"/> Leipzig | £3.99 | <input type="checkbox"/> World War II | £3.99 |
| <input type="checkbox"/> Moscow Campaign | £3.99 | <input type="checkbox"/> World War Three | £3.99 |

☐ Year of the Rat £3.99
☐ Free Illustrated Leaflet

*Indicates game unboxed no discount on these games.

Subscribe to Strategy & Tactics, the bi-monthly magazine of military history that gives you a complete simulation game with every issue!
6 months (3 issues) £4.00
1 year (6 issues) £7.50
2 years (12 issues) £14.40
Single issue (current) £1.75
Free with every new 1, 2 and 3 Year Subscription.

NAPOLION AT WATERLOO, history's greatest battle presented in a game-design specially created to introduce new readers to Conflict Simulation.
10% DISCOUNT — If you subscribe to S & T through S.P.U.K., you are entitled to a 10% discount on all the GAMES shown in this advert unless otherwise stated. The discount may be taken at the same time as you take out your subscription.

WW II

European Theater of
Operations, 1939-45

World War II is a strategic simulation, on an army corps level, of the European, North African, and Middle East campaigns conducted between 1939 and 1945. Although the simulation is primarily of the land conflict the secondary influence of naval and air power is also realistically dealt with. The World War II design covers the entire war in seasonal turns. Optional scenarios allow Players to begin the game in either 1939, 1940, or 1941 and continue play until the war's conclusion in mid-1945. Special and optional rules recreate the exact historical conditions of each war year and allow Players to increase the complexity of the game as they gain play experience.



Send with cheque or P.O. to:

**SIMULATIONS
PUBLICATIONS UK**

DEPT. A12

FREEPOST, ALTRINCHAM, CHES WA15 6BR
(PLEASE PRINT FULL NAME AND ADDRESS)

NAME

*A/C Code

ADDRESS

*Clients already on our Mailing List have an A/C Code, please enter this in the space provided. This will ensure speedier clearance of your order.

Prices include P&P in Britain, Ireland and the Channel Isles. Overseas orders (except B.F.P.O.) please apply for postal charges.

PLEASE ALLOW 3-4 WEEKS FOR INLAND DELIVERY

make model kit painting easier

Revell's new range of enamels is ideal for all types of plastic modelling.

There are 24 of them. 12 gloss, 11 matt and a thinner, packed in tough, screw-top bottles. They're smooth-flowing, fast-drying and non-toxic. And fully mixable. That's important because from those 23 basic paints you can make literally any colour you need.

That's the Revell enamels colour scheme - a range of paints that cover the whole spectrum of plastic model painting. And to help start you off Revell have produced an easy-to-follow mixing chart*, giving directions for mixing a further 16 colours. The latest Revell kits contain extra-detailed painting and mixing instructions too.

Revell Enamels are easy to buy. You just can't miss the colourful Revell Enamels dispensers in all the best model shops. Easy to find, easy to use and fully mixable - that's the Revell Enamels range. Great for plastic modelling and great to have around the home too - for wood, glass, metal and ceramics.

*The Revell Enamels Painting/Mixing Guide is available from model stores or direct from us, and is also included in the Revell 1975/6 enthusiast model 48 page colour catalogue, available from your model shop or send 30p to:-

The World's largest manufacturers of plastic model kits.



Revell (GB) Limited,
Cranborne Road, Potters Bar,
Herts. EN6 3JX
Tel: Potters Bar 58261

The Revell Enamels Colour Scheme



aviation books galore!

History — Reference
Modelling — Engineering
Computers — Navigation
Flying — Construction

We carry a comprehensive U.K. and International range of books on all aspects of aviation and armour.

Send 12p for list. Refunded on orders of £2.50 or more. Personal callers welcome.

Tel: 01-836 5376

Motor Books & Accessories 33 (AM) St. Martin's Ct., London WC2

ROS FIGURES

New items in 1/300

Finely detailed, accurate, white-metal castings.

Anti-tank Guns, Artillery and Tractors all at 8p each.

UK: 2-pdr, 6-pdr, 25-pdr & limber, quad tractor.
Germany: Pak 35/36, Pak 38, Pak 40, Pak 43/41, 8.8 cm Flak, 105 cm howitzer, 150 cm howitzer, 7.5 cm infantry gun, 15 cm infantry gun, Protze tractor, SdKfz 11 half-track, SdKfz 7 half-track.
USSR: 45 mm M42 AT, 57 mm M41 AT, 76.9 M39, 152 mm howitzer
USA: 3-inch AT gun, 105 mm howitzer.
German Armoured railway patrol trolley (Skoda) 8p, linking sections of straight track (6p each).

And lots of new armour and softskins. Send sae for full lists and lists of 25 mm budget series wargame figures.

Post & Packing: UK: 10% in £, over £5 post free. Overseas: Airmail 50% in £, Seamail 20% in £.

ROS FIGURES

15 WARNER AVENUE, SUTTON SURREY, ENGLAND

We are stockists for

Tamiya, Bandai, Monogram, Fujimi, Entex, Airfix, Revell, Hasegawa, Life-Like, Protar, Bellona, Otaki, Nitto, Italaerei and Esci.

Also Figures

Hinchliffe (25 mm, 54 mm and 75 mm), Garrison and Mini-Fig (25 mm), Phoenix, Historex, Lassett, Sanderson and Cameo (54 mm).

If you are in our area call in, or write for our complete stock list enclosing large SAE to:

All enquiries (with SAE) replied to.



228, St. Paul's Rd.,
London N.1.
Tel: -01-359 0580

AIRFIX magazine

15 mm WORLD WAR I

By PETER LAING

F701 British infantry marching, rifle slung	4p	F703 Highlander marching, rifle slung	4p
F704 British officer marching	4p	F706 British machine gun loader	4p
F705 British Vickers machine gun and gunner	8p	F708 French infantry firing	4p
F707 French infantry advancing	4p	F710 Belgian carabinier marching, rifle slung	4p
F709 French officer marching	4p	F713 German infantry firing	4p
F711 Belgian carabinier cyclist	6p	F715 German machine gun and gunner	8p
F712 German infantry marching, rifle at slope	4p	F716 German machine gun loader	4p
F714 German officer marching	4p	F717 British infantry "dug-in" firing	12p
F720 French chasseur d'Alpin advancing	4p	F719 French machine gun and gunner	8p
F723 British infantry standing firing	4p	F719 French loader for F718	4p
F725 French infantry lying firing	4p	F721 French colonial Turco advancing	4p
F727 German infantry lying firing	4p	F722 Belgian infantry (Kepi) advancing	4p
F728 German infantry advancing	4p	F724 British infantry lying firing	4p
A703 British gunner with shell, kneeling	4p	F726 German jaeger marching, rifle at trail	4p
A705 Seated British gunner for A701	4p	A702 British gunner kneeling	4p
A707 French gunner with shell, kneeling	4p	A704 British officer with field glasses, kneeling	4p
A711 German gunner kneeling, with shell	4p	A706 French gunner kneeling	4p
M701 British lancer	8p	A710 German gunner kneeling	4p
M702 French dragoon with lance	8p	M703 German lancer	8p
M704 French hussar	8p	M705 Belgian cavalryman	8p
M706 German hussar	8p	A701 British 18 pdr field gun	12p
A708 French 75 mm field gun	12p	A709 German 7.7 cm field gun	12p
F702 British infantry advancing	4p		

P & P extra. Orders up to £1, 14p; £2, 15p; £3, 17p; £4, 19p; £5, 21p Over £5 Post Free.

Send 10p for list + sample figure. Over 400 items in 9 different periods available

PETER LAING

Minden, Sutton St. Nicholas, Hereford HR1 3BD
Tel. 518 (STD 043 272)

Leslie Bowler of New Cross

MODEL STOCKIST

TRY US FOR MILITARY KITS

NEW ARRIVALS

ESCI 1/9 Kettenkrad, superb model, incredible detail	£7.99
ESCI 1/72 PZKWPFW III	55p
Hanomag SdKfz 251/1 Rocket Launcher	55p
ITALAERI 1/35 Soviet Anti-tank Gun 76.2 mm	75p
Italian Paratroopers, 6 figures	55p

FULL RANGE OF TAMIYA MILITARY KITS IN STOCK.

TRY US FOR CAR KITS

REVELL 1/25 Porsche 911	£1.40
Porsche 914 Ritchie Ginther	£1.40
Jaguar XK-E	£1.40
Datsun 240Z	£1.40
TAMIYA 1/12 Yardley McLaren M23	£6.50
John Player Special	£5.99
Texaco Marlboro M23	£6.50
Tyrrell Ford F1	£5.99

Superb 1/12 scale figures to enhance your racing cars: Team driver, team manager, mechanic (wheel changing), mechanic (engine tuning), tool kit 70p each

FULL RANGE OF TAMIYA CAR KITS IN STOCK.

OTAKI 1/12 Mustang Mach I	£14.50
Pontiac Firebird Transam	£14.50

RIKO Veteran Car Kits 1/16	
1936 Mercedes 540K	£7.50
1928 Model Lincoln	£4.99
1935 Morgan 3-wheel	£3.70
1912 Ford Model T	£4.85

Postage. Up to £1.00 please add 15p. Up to £2.00 add 20p. Up to £3.00 add 25p. Up to £5.00 add 35p. Over £5.00 postage FREE.

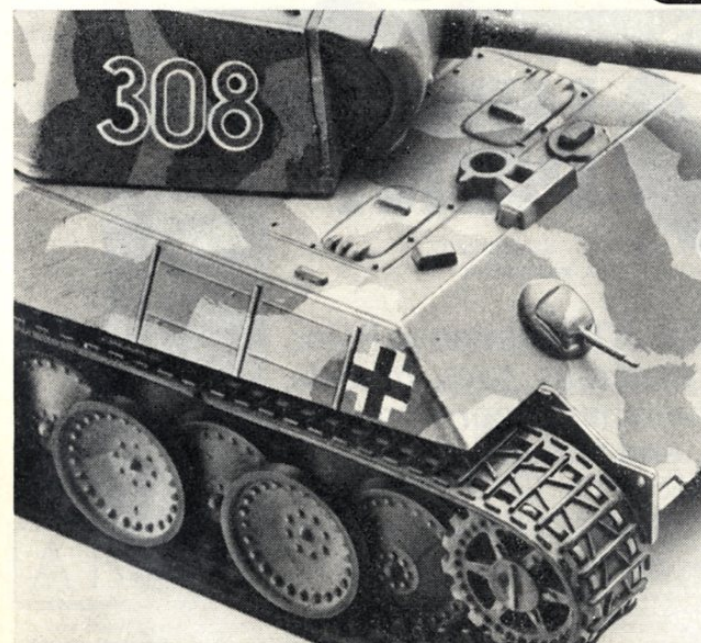
CALL IN PERSONAL CALLERS WELCOME or TRY OUR FAST POSTAL DESPATCH SERVICE.

126 NEW CROSS ROAD, LONDON, S.E.14. Tel. 01 732 6843

Ample parking space

LESLIE BOWLER LIMITED

The collectors' pieces -make them with MATCHBOX Kits.



There are lots of kits on the market. At "MATCHBOX" we've taken the view that as an enthusiast you'll enjoy making the ones with a special place in history. This Panther Ausf-G tank was used by the 26th Panzer Division in the fighting following the Allied 5th Army landing at Salerno, Italy, September 1943.

You'll find that the parts go together smoothly, and there's a sleekness of finish that brings real satisfaction to model-making. Another cause for satisfaction, at prices from 30p, "MATCHBOX" Kits are superb value for money.



"MATCHBOX" Kit No. PK-73 2-colour moulding 30p


"MATCHBOX" is the registered Trade Mark of Lesney Products & Co. Ltd., London, E9 5PA.

*Recommended retail price at time of going to press.

August 1975

681

LONGER LIFE



BRIGHTER GLOW

JOY LUMINOUS PAINT



See in the dark with JOY Luminous Paint. Ideal for use on skeletons, toys, models, novelties, light switches, door numbers, paper, cardboard, and materials etc.

Light active but not radio active. Outfits contain Base Reflecting Coat and Top Luminous Coat. Green shade only.

JOY is a registered trade mark of TURNBRIDGES LTD., LONDON, S.W.17.



AIRFIX magazine

August 1975
Volume 16 Number 12

Cover Picture

Replacing 'S for Sugar' (now displayed at Hendon) at the gates of RAF Scampton, Lincs, is another Lancaster, NX611, coded YF-C (Station Flight). This is a B VII, owned by Lord Lilford, and on long-term loan to the RAF.

It is now ten years since this ex-Aeronavale Lanc arrived at Biggin Hill from Noumea in New Caledonia to join the HAPS collection, and its successive moves, first to Lavenham, then Hullavington and, finally, Blackpool, have not been happy ones. However, it has now been lovingly restored by volunteers at Scampton and is displayed, together with Tall-boy and Grand Slam bombs, alongside the A-15 trunk road. A dam-busting mine has also recently been added.

A beautifully illustrated booklet has been produced by Brian Goulding, Mike Garbett and Squadron Leader John Partridge, which is obtainable for 40p at Scampton or for 50p by post from the Newark Air Museum, 141 Hawton Road, Newark, Notts (Neville Franklin).



MEMBER OF THE AUDIT
BUREAU OF CIRCULATIONS

FOR PLASTIC MODELLERS

Editorial offices
Bar Hill
Cambridge CB3 8EL
Tel Crafts Hill 80010

Editorial Director **Darryl Reach**
Editor **Bruce Quarrie**
Art Editor **Ian Heath**

Contents

In the air Paris air show report from Peter F. Guiver	684
Light Tank Mk VIB scratch-built in 1:35 scale by Jeremy Broughton	688
Dad's Army part 3 of this series on Operation Sealion by Terry Wise	694
'Minesweeping' Heinkel modelling the He 111H-8 by John Burgess	700
Peninsular War figure conversions this month, a major of the 50th Foot from Martin Windrow and Gerry Embleton	710
Army-air colours part 9 — adapting for army co-op by Bruce Robertson	712
British army uniforms the Royal Dragoons by Bryan Fosten	714
The Sultan's Defenders modelling Sultan of Oman Defenders from the Airfix Islander by Keith Palmer	716
In the field Royal Armoured Corps display visited by Terry Gander and Chris Foss	720
Squadron codes and colours described by Michael J. F. Bowyer and John D. R. Rawlings	723
New kits and models reviewed by modellers for modellers	724
News for the wargamer new SPI game and model buildings	726
Book reviews new publications of interest to modellers	727
Letters to the editor your chance to win a free Airfix kit	729
Photopage more pictures from readers described by Michael J. F. Bowyer	730

Advertisement Representatives
Jackson-Rudd and Associates Limited
Oldbourne House, 46/47 Chancery Lane,
London WC2A 1JB
Tel 01-405 3611
Advertisement Manager
S. C. Sullivan

Circulation Department
Surridge Dawson and Company
(Productions) Ltd, Publishing
Department, 136/142 New Kent Road
London SE1
Tel 01-703 5480

© All articles and illustrations published in AIRFIX MAGAZINE are strictly copyright and may not be reproduced without written permission from the Publishers. The Editor welcomes the submission of editorial material, which should be accompanied by return postage. Though every care is taken, the publishers cannot accept responsibility for safe keeping of editorial contributions.

Airfix Magazine is published for the proprietors, Airfix Products Limited, by PSL Publications Limited, on the fourth Friday of each month. Annual subscription rate £3.40 (USA \$8.75) from Surridge Dawson & Company (Productions) Limited. Second Class postage paid at New York Post Office, NY.



Peter F. Guiver

in the air



Paris air show report

THE 31ST 'Salon de L'Aeronautique et de l'Espace' was held at Paris-Le Bourget from May 30 to June 8, and despite fuel costs and inflation this again proved to be a massive display of aeronautical interest. This year's show comprised 575 exhibitors from 20

countries, with some 180 different aircraft on view, together with vast exhibition halls and pavilions.

Paris Air Shows are of a different style to the Farnborough event, in that aircraft are towed out of the tightly packed static area

A contrast in Soviet transports was provided by the three-engined Yakovlev Yak-40 (foreground) with the Tupolev Tu-144 supersonic airliner beyond.

to perform their flying demonstrations, then returning to the static park. These flying displays last all through the day, but the day-to-day time-table that was published bore absolutely no resemblance to the actual display order.

Due no doubt to the number of accidents that have marred Paris Air Shows over the past decade, several restrictions were placed on flying display procedures, and all the jet formation aerobatic teams that used to be a highlight of the big public display days were absent this year. However, these restrictions did not prevent good and also noisy performances from the latest military types such as the F-14 Tomcat from VF-124, USN; the TF-15 Eagle; the Saab Viggen; the Northrop F-5E Tiger II; the Mirage family; and Jaguar, whilst the near-vertical climb-out of the Harrier is still a show-stopper.

The one aircraft in this range that attracted most attention was the new General Dynamics F-16, which is one of the main candidates for the big Starfighter replacement orders now pending from four European Air Forces.

Slightly less noisy were the new jet trainers, with four Alpha jets on view, whilst HS Hawk XX157 performed nimble aerobatics with the seventh Hawk, XX161 on display in the main exhibition hall. Also on show was a mock-up of the Aermacchi MB 339, a similar type for the Italian Air Force.

One of the most impressive static displays

comprised aircraft from Dassault-Breguet with three Mirage F1s, two Mirage 5s, two Jaguars, two Alpha jets, and the new Super Etendard on view, all surrounded by extensive weapon arrays, as were a Jaguar and a RNZAF Strikemaster exhibited by BAC. Also of interest were the agile antics, including rolls, of the bulky-looking Lockheed S-3A Viking.

The Soviet Union failed to provide any surprises this year, and their nine aircraft, ranging from the radial-engined YAK-18T to the Tu-144 supersonic airliner, and all of which had been seen in the West before, remained in a quiet huddle in the static area.

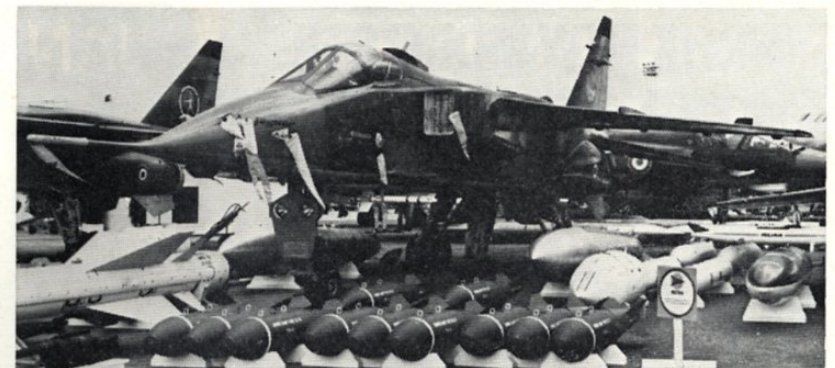
The largest range of aircraft on view belonged to the general aviation category, with many variants of light, sporting and business types on show, mainly from the USA and France. In this field, it is interesting to see the range of models on offer from such countries as Japan, New Zealand, Poland, Romania, Czechoslovakia and Switzerland.

Space prevents a complete listing of all the many types on show but other noteworthy items included Concorde F-WTSA, a Mercure of Air Inter, A-300 Airbus of Germanair, the VFW-614 in the colours of Cimber Air, a Friendship of the Ghana Air Force, whilst the oddest shape at the Show must surely have been the Lockspeiser Land Development Aircraft G-AVOR. Notable by its absence was the Panavia MRCA, due to the pressure of its test programme.

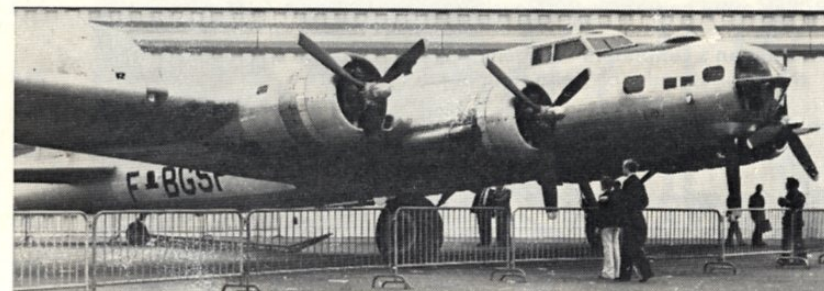
A very pleasant display, comprising mainly fighter aircraft of World War 2, was staged by the Musée de l'Air in one of the hangars, outside of which stood B-17 F-BGSP and a Spanish He 111.

Any complaints? Well, one or two. The aircraft were packed very close together, which made photography difficult, and most of the flying was rather high and at a distance. Also, most aircraft at Paris carry a show code number, which was no doubt for a very good reason, but this tended to spoil some of the colour schemes and liveries. Still, some people are never satisfied! □

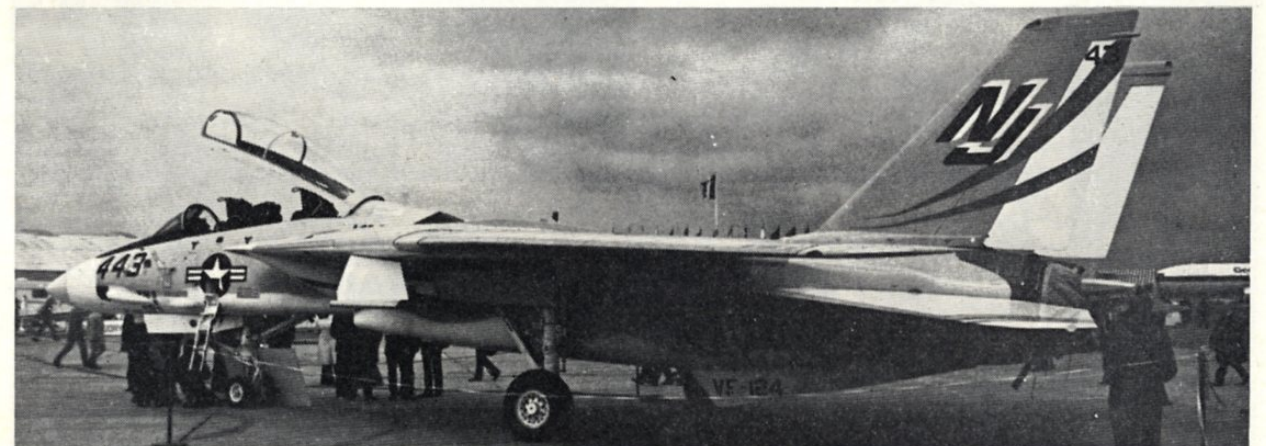
More photos on page 688



Above top Surrounded by numerous weapons, the Jaguar A, serial A20, coded 7-HF, was from the 7th Fighter Wing, French Air Force. **Above centre** Camouflaged Alphajet 04 with Luftwaffe insignia on the nose and French test registration F-ZWRV on rear fuselage. **Above** This elderly Beech 18 is used by the Grimes Manufacturing Company as a flying test bed for aircraft lighting systems. **Below** Grumman F-14A Tomcat, serial 159463, coded 443-NJ, from VF-124, Mirama Naval Air Station.



Above All-silver B-17 F-BGSP. **Below** Most important new aircraft on show was the prototype General Dynamics F16, serial 01567. An order for some hundred F-16s for the Belgian air force was announced at the show. Fuselage white, fin tip and wings red, base of fin and top of fuselage dark blue. '53' is Paris show code.



AIRFIX NEW MODELS FILE

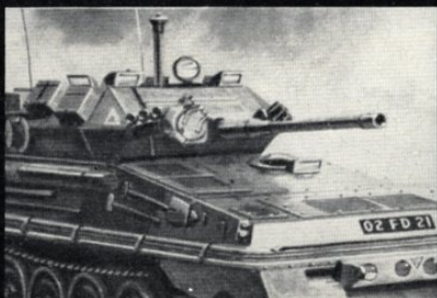
KM PRINZ EUGEN.
1/600th Scale.
Series 6.



SUPERMARINE SPITFIRE VB.
1/72nd Scale.
Series 3.



SCORPION ARMoured RE-CONNAISSANCE VEHICLE.
OO/HO Scale.
Series 1.



GEORGE WASHINGTON.
54mm.
Collectors Series.



WATERLOO FRENCH LINE INFANTRY.
1/32nd Scale.



JANUARY-MARCH

FRENCH GRENADIERS OF THE IMPERIAL GUARD.
1/32nd Scale.



H.M.S. COSSACK. TRIBAL CLASS DESTROYER.
1/600th Scale.
Series 1.



COWBOYS.
1/32nd Scale.



INDIANS.
1/32nd Scale.



The world's biggest range
of construction kits.

AIRFIX NEW MODELS FILE

SHORT SKYVAN.
1/72nd Scale.
Series 4.



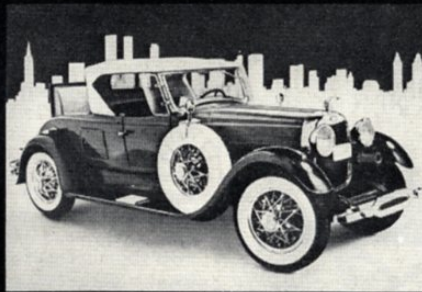
AIRBUS INDUSTRIE A300B.
1/144th Scale.
Series 6.



SCOTTISH AVIATION BULLDOG.
1/72nd Scale.
Series 1.



1927 LINCOLN ROADSTER.
1/25th Scale.
New Series.
American Car Classics.
Series 8.



ROMMEL'S HALF TRACK.
1/32nd Scale.
Series 6.



MARCH-AUGUST

CRUSADER III TANK.
1/32nd Scale.
New Tank Series.



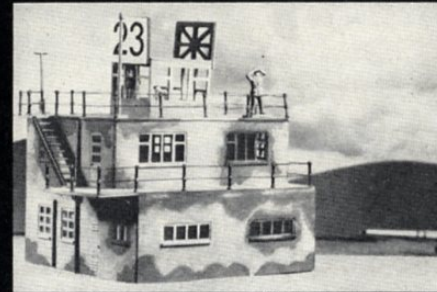
NARVIK CLASS DESTROYER.
1/600th Scale.
Series 2.



SOPWITH PUP.
1/72nd Scale.
Series 1.



CONTROL TOWER.
OO/HO Scale.
Series 3.



The world's biggest range
of construction kits.

Air display diary 1975

Some of these dates are unconfirmed, so check before setting out.

August 2	RAF Lakenheath	USAF Open Day
August 2, 3	Portland	Navy Days — aircraft, warships
August 6	RAF St Mawgan	Air Display (note Wednesday)
August 9	RAF Valley	Open Day
August 9	RNAY Fleetlands, Hants	Open Day
August 17	Gaydon, Warks	RAFA Air Display
August 23, 24, 25	Portsmouth and Plymouth	RN Navy Days
August 24	Halfpenny Green	Air Display and Air Races
August 24, 25	Old Warden, Beds	Shuttleworth Flying Days
August 25	Weston-Super-Mare	Avon Air Day
August 25	Goodwood, West Sussex	RAFA Air Display
September 6	Yeovilton, Somerset	Naval Air Day
September 20	RAF 'Battle of Britain At Home Days' at Biggin Hill, Finningley, Leuchars and St Athan.	



Top A-7E Corsair II of VA-83, USS Forrestal. '78' is show code. Above With no national identity this Mirage F 1C was in dark green/sandy brown camouflage with light blue under surfaces and white rudder. Below All-yellow Hughes 500 MC built in Italy by Nardi, now in service with the Italian Customs.



THE SUBJECT of this month's article is the last of the series of light tanks that was produced by Vickers-Armstrong from 1928. The different variants of the basic Mark VI were produced in quantity from 1936, so that at the outbreak of war the light tanks were far more numerous than the Cruiser and Infantry tanks to which they were theoretically subordinate. This led to the use of light tanks as substitutes in battle for the heavier tanks which were not available in sufficient numbers, where the fact that their armament included only medium machine-guns proved fatal. Thus, despite their success as reconnaissance vehicles, the Light Tanks proved unsatisfactory as combat vehicles and this led to the subsequent dependence of the British Army on wheeled vehicles for reconnaissance and liaison duties.

There were three variants of the basic Mark VI, and the model is of the Mark VIB; the Marks VI and VIA differed only in detail and they could be modelled if preferred. The Mark VIB seems to have been the commonest of the light tanks, and served in large numbers both in France and the Western Desert; the photographs and plans show a vehicle of the 1st Royal Tank Regiment in the Western Desert in 1940. The model is smaller and simpler than those described in earlier articles, but with care a most pleasing model can be produced.

The modelling begins as usual with the wheels and tracks, in order that a sufficient quantity of thoroughly set castings will be available when needed later. The road wheels are of a simple spoked pattern. First form the tyre by carefully cutting a disc of 14½ mm diameter from 40 thou sheet, then cut away the centre to leave a ring 1½ mm wide. Both faces of this ring should now be bevelled slightly, and then the wheel rim, 1½ mm wide, added to the inner face from a strip of 10 thou sheet.

The wheel spokes are now produced from a disc, 11 mm diameter, cut from 10 thou sheet — most of the circumference will not be needed, so the disc need not be accurate. Drill a series of six holes in the disc, equally spaced around the centre, and from each hole make two radial cuts; when the six triangles are removed the six spokes remain, radiating from the hub.

The hub is now formed by mounting two 3 mm discs, one 10 thou thick on the outer face and another of 40 thou thickness on the inner face. Next the ends of the spokes should be gently bent backwards by approximately ½ mm; six triangular gussets, 1 mm deep and 4 mm long, are cut from 20 thou sheet and cemented between the rear of the hub and the spokes.

When the joints of the wheel centre are dry, shape the end of the spokes to fit inside the rim, and then cement the centre in place. When the rubber mould is made the liquid rubber will search out any minute gaps left in imperfect joints, and as the wheel casting must be as strong as possible great care is needed at this stage.

The wheel is now complete and, as previously described, any number of copies may be cast in liquid plastic. In fact, eight road wheels, plus one replacement carried on the left hull side, are required.

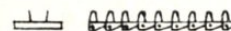
A short length of track, about one inch is

AIRFIX magazine

Light Tank Mk VIB in 1:35 scale

Another scratch-building project for AFV fans from **Jeremy Broughton**

sufficient, is now made up from plastic sheet. Drawings of the track links are included. Start with a 20 thou strip, 6½ mm



wide, and add transverse strips, 1 mm wide and ½ mm thick, then cut out a series of central holes, also the triangular pieces from both edges of the track. Now scribe the hinge lines on the upper face of the track, and add the track horns, inclined slightly outwards. Sufficient lengths of track can now be cast, but as the track horns tend to be fragile several extra lengths will probably be useful.

We come next to the construction of the tank's hull. This is a simple box-like structure, but it has to be accurately made if the hatches are to be left open since the only internal support consists of a vertical bulkhead sealing off the rear 'wedge' of the hull, also the engine compartment walls.

Start with a rectangle of 20 thou sheet for the hull top, reduce the width by 1 mm to

allow for the hull walls; from this cut a rectangle 16½ × 22 mm for the raised section above the driver's position.

Now cut a ring from 20 thou sheet, the ring having an external diameter of 40 mm and a width of 2 mm, and cement it on the hull top to support the turret. Cut out that part of the top plate within the ring, and file carefully to obtain a truly circular turret ring.

The raised section is now built up from 5 thou sheet, with a 20 thou strip supporting the front edge and completing the front edge of the top plate. Cut out the hull side plates; they both have the same shape but make allowance for the bow plates which will overlap them. Also cut out a rectangle 41 × 28 mm to form the rear bulkhead; cement this in place below the rear edge of, and at right angles to, the top plate, then add the side plates and reinforce the upper joints with narrow strips cemented along the inner angles. The sloping upper and lower plates that form the hull rear are now added between the side plates; it is advisable to cement the plates together before installation so that the vulnerable rear joint can be reinforced.

The bottom and two bow plates are now

cut from 20 thou sheet and cemented in place, the bottom plate fitting between the side plates and the others overlapping the sides.

The wall separating the driving and engine compartments is now cut out; the forward part is the same shape as the side plates, but it only extends back as far as the rear of the raised roof over the driver and is less deep since it must fit between the top and bottom plates. This is then mounted in position, and a rectangular plate added across the rear of the engine compartment. This ensures the rigidity of the hull, but of course if the interior is not to be visible then a more straightforward arrangement of bulkheads may be adopted.

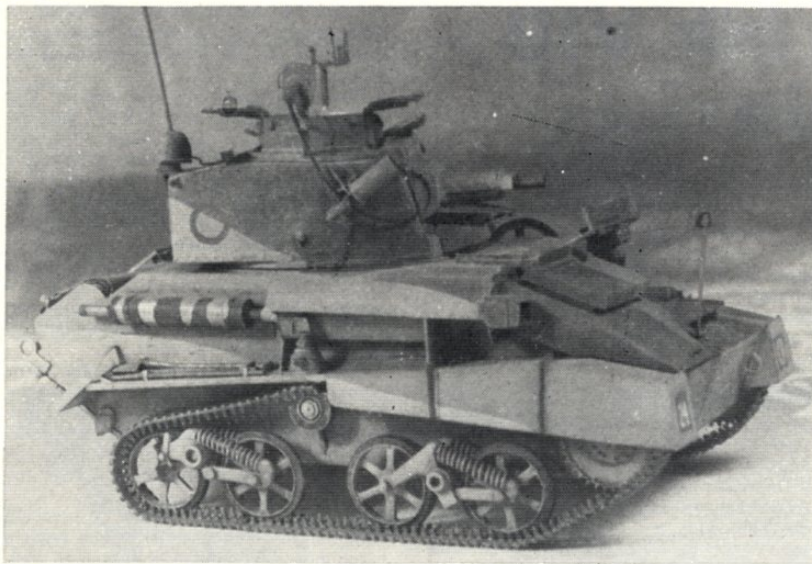
If the interior is to be seen, the seat, driving controls, etc, should now be fitted to the driving compartment; the floor of the fighting compartment is also fitted, being 8½ mm above the hull floor and extending back from the engine compartment rear to the rear bulkhead.

The plates over the driver's position are added from 10 thou sheet; if the driver's hatch is to be modelled in the raised position then the sloping plate must be in three sections, the foremost fixed to the side- and hull-plates, the next a hatch hinged forward from the rear edge of the fixed plate, and

Light Tank Mk VIs of the 1st Royal Tank Regiment in the desert in 1940. 'Anglesey', the subject of the model, is the third tank visible (IWM). The nearest vehicle still carries a civilian-style number plate.



August 1975



Side view of the model. For once, one of the edges of the camouflage scheme is wavy rather than straight. Note double springs of each suspension unit.

the third which will later be attached to the vertical driver's plate.

The two track guards are now added, each from 40 thou strips; care is needed to ensure that they are mounted perpendicular to the hull sides. Two vertical pieces are then mounted on the right track guard which will support the curved side-extension of the engine compartment; a third piece which forms the forward face of this extension is cemented to the side plate, but does not extend down to the track guard.

Two inclined plates are mounted between the pairs of vertical pieces, and then a rectangle of 10 thou sheet cut out for the side-extension. When it has been curved to shape it is cemented in place.

The silencer is now added; first the rectangular mounting plate, on the original made from heat-insulating material, is produced. The roughened surface is reproduced by cementing coarse paper to a 20 thou rectangle attached to the hull side. The silencer is cut from thick sprue, with the pipes made from stretched sprue, and then attached to the mounting plate by two straps.

The next step is the construction of the inclined plate that protects the radiator, and the single cooling louvre mounted thereon: the combined unit is completely assembled before installation. The basic shape of the inclined plate is made up from several pieces of 40 thou sheet and, after the joins have thoroughly hardened, the unit is filed to shape. The front edge must be filed to a

'knife edge' in order to fit snugly over the bow armour, and the side pieces and rear edge must also be carefully shaped to meet the hull plates. Note that the upper rear edge will finally be positioned 1/2 mm below the level of the hull top-plate. The cooling louvre is made up from thick sheet and cemented in place and the hinges built up, but in order to make painting easier — at least with the camouflage scheme shown — the actual installation is left until after the model has been painted.

The construction of the turret comes

next. The first piece required is a ring cut from 40 thou sheet, having an external diameter of 38 mm and a width of 1 mm, and a cylinder 3 mm deep is formed from a 10 thou strip to extend downward from the inner surface of the ring: this should fit closely inside the ring formed in the hull top-plate.

The floor — 10 thou thick — of the rearward extension of the turret is now attached to the outside face of the 40 thou ring, with the upper face of the floor level with the top of the ring.

The turret roof is cut from 20 thou sheet and two circles are cut out for the cupola and the gunner's hatch — you will see from the photographs that the diameter of the latter is slightly less than the diameter of the actual hatch.

The forward turret walls are installed as a single piece, so cut a 20 thou strip 16 mm wide and long enough to wrap around the curved part of the 'D' shape of the turret base, also the straight sides of the rear extension. When this has been curved to shape it is cemented to the base and the roof fitted inside the upper edge. This upper join needs to be well supported by interior strips, but the rectangular rear plate should be added first to ensure the 'squareness' of the structure. The lower edges of the wall to the rear of the turret ring need to be trimmed to match the floor-piece.

The turret front is now built up. First cut a straight-sided test piece for the inclined front plate and use this to judge the amount of curvature needed at the sides for the actual piece to fit neatly within the walls, then cut this piece from 20 thou sheet and

Continued on page 692



Front view showing the unusual anti-aircraft machine-gun mounting on the cupola in addition to the searchlight.



YOUR INTERNATIONAL MODEL MAIL ORDER HOUSE

Suppliers to the British and Overseas Governments



GUARDHOUSE FIGURES 54 mm

THE ARMIES OF NAPOLEON

- NAP 1 The Emperor Napoleon
- NAP 2 Old Guard Officer
- NAP 3 Old Guard Grenadier
- NAP 4 Guardsman—Horse Chasseurs
- NAP 5 Hussar Trooper (Elite Co.)
- NAP 6 Light Infantry Officer

THE ARMIES OF WELLINGTON

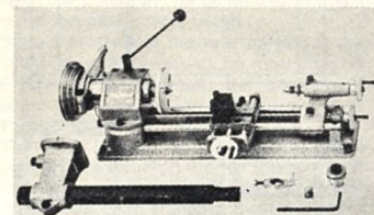
- WEL 1 The Duke of Wellington
- WEL 2 Line Infantry Officer
- WEL 3 Line Infantry Private
- WEL 4 Highland Officer
- WEL 5 Highland Private
- WEL 6 Light Infantry Officer
- WEL 7 Light Infantry Private
- WEL 8 Rifle Brigade Officer
- WEL 9 Rifle Brigade Private
- WEL 10 Scots Greys Private

IN KIT FORM WITH FULL ASSEMBLY AND PAINTING GUIDE, EASY TO FOLLOW KNIGHTS OF THE MIDDLE AGES

- KN 1 The Black Prince
- KN 2 The Dauphin of France
- KN 3 Nobleman in armour 1400
- KN 4 Knight in armour 1400
- KN 5 Knight in armour 1415
- KN 6 Knight in Transitional armour 1330
- KN 7 Knight in Crecy armour 1345
- KN 8 Knight in Italian armour 1465
- KN 9 Knight in Gothic armour 1480
- KN 10 Crusader in surcoat 1200
- KN 11 Knight in Helm 1250
- KN 12 Knight in Crested Helm 1285
- KN 13 French Crossbowman 1340-1440
- KN 14 French Foot Soldier 1340-1440
- KN 15 English Foot Soldier 1340-1440

ALL 50p PER KIT

UNIMAT UNIVERSAL MINIATURES



- Unimat Universal Workshop £84.00
- Extra equipment:
- Drill chuck 1/2" £3.50
- Machine Vice 1 1/2" width of jaws £7.00
- 1 Centre drill, 1 counter-sink, 2 grinding wheels, 2 gravers £10.60
- Tool bit case containing 6 assorted turning tools £7.70
- Milling table with 2 clamps £5.50
- Flexible shaft £14.50
- Thread cutting attachment £13.70
- Woodworking conversion set £6.70
- Set of 8 assorted milling and drilling tools £5.20

GROWING MONEY CARDS

Our "growing money" cards are a super way to save for the more expensive models Birthday and Christmas presents. YOUR MONEY GROWS AS YOU SAVE so very, very rapidly with B.M.W. Details gladly on request.

POSTAGE

- MINIMUM charge 15p
- Orders up to £1.00—15p
- £1.00 to £2.00—30p
- £2.00 to £3.00—40p
- £3.00 to £4.00—50p
- £4.00 to £10.00—60p
- over £10.00—FREE

VAT

Please add 8% to all orders including cost of postage and packing except books.

PRICES STATED in this advertisement are as accurate as possible as we write same, but, prices are rising so fast, we can only supply from present stock. New stock must, regretfully, be at prices current on delivery to us.

BOOKS FOR AIRCRAFT ENTHUSIASTS

- Guinness Book of Air Facts and Feats £2.95
- Bomber Squadrons of the RAF and their Aircraft, McDonald £8.00
- Air International bound Vol 7 £4.25
- The World's Civil Marine Aircraft, Putnam £2.50
- The German Paratroopers 1939-45 £4.75
- Republic Thunderbolt 80p
- Stuka, Junkers JU87 80p
- Supermarine Spitfire 80p
- The Soviet Air Force in WWII £6.50
- History of the Polish Air Force 1918-68 £5.00
- German Airborne Troops £2.50
- British Airborne Troops £2.50
- Malta Spitfire £2.00
- Aeroflot (Soviet Air Transport since 1923) £6.50
- British Aviation — The Adventuring Years £10.00
- The British Fighter since 1912 £3.15
- Vickers Aircraft since 1908 £5.05
- British Civil Aircraft since 1919 Vol 1, £8.50
- The British Bomber since 1914 £4.50
- Japanese Aircraft of the Pacific War £6.50
- Armstrong Whitworth Aircraft since 1913 £6.00
- Aircraft in Colour, K. Hasimoto £6.00

JAPANESE SWORDS

- MIDORI 1/3 These are really beautiful, when made up and painted and are about large dagger size
- TOKUGAWA IYASU'S SWORD £1.40 each
- TEKEDA SHINGEN'S SWORD £1.40 each
- VOSHITSUNE'S SWORD £1.40 each
- IMAI 1/24 CANNON 155mm Cannon, with movable parts, a great kit, £2.40
- Tractor (motorised) to go with above £3.20



BOOKS OF GENERAL INTEREST

- Russian Tanks 1900-70 £5.50
- British and American Tanks WWII £5.00
- German Army Uniforms and Insignia 1933-45 £4.75
- British Secret Weapons WWII £1.50
- Russian Infantry Weapons £1.75
- German Military Transport of WWII £5.75
- Civil War Time Ills £70p
- The Campaign to Appomattox £3.95
- The Liberty Ships £11.95
- Napoleons Marshalls £3.95
- London Transport at War 39-45 £2.50
- British Military Uniforms 1786-96 £4.95
- Orders, Decorations, Medals and Badges of the Third Reich Vol. 1 £5.50
- Small ARMS IN PROFILE Vol. 1 £6.00
- Napoleon's Marshalls a New OspreyPublication £3.95

BOOKS FOR MODELLERS

- P.S.L. Guides for Modellers
- No 7 Warship Modelling £1.20
- No 8 German Tanks of WWII £1.20
- How to Make Model Soldiers £1.50
- Modelling Miniature Figures £3.75

WAR GAME RULES

- Ancient 1000 BC to AD 1000. Now in third edition 90p
- 1750-1850 for use with 20, 25 and 30mm figures, easily adapted for 12j and 15mm figures 60p
- 1925-1975 Infantry action. Based on the Infantry scale for 54mm figures each 60p
- 1925-1950 Armour/Infantry. Has provisions for all aspects of tactical land action. For '20' figures and models 90p
- Reference books
- Armies of the Macedonian & Punic Wars. Covers period 350-150 BC £1.30
- Armies and Enemies of Imperial Rome 150BC-AD600 £1.75

KING WHITE FIGURES

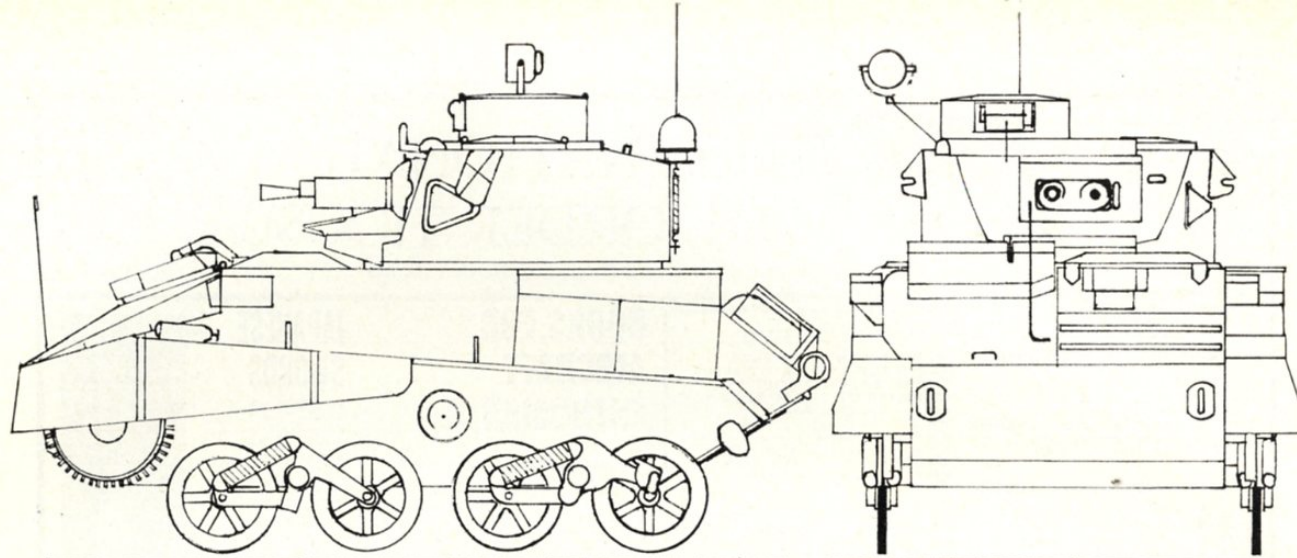
- German Figures
- 1 Infantryman, rifle slung
- 2 Officer, peaked cap walking out dress
- 3 Afrika Korps Infantryman, advancing, shorts
- 4 Paratrooper, kneeling with small arms
- 5 NCO Paratrooper, kneeling auto weapon
- 6 Infantry Officer pointing
- 7 Officer forage cap, pointing
- 8 Afrika Korps Infantryman advancing
- 9 N.C.O. at ease
- 10 Afrika Korps Infantryman arm raised
- 11 Afrika Korps Infantryman dispatch case
- 12 Paratrooper at ease
- 13 Paratrooper throwing grenade
- 20 Paratrooper grenade stance
- British Figures
- 15 Infantryman aiming bren
- 16 Infantryman sten gun kneeling
- 17 Lieutenant small arms
- 18 Infantryman sten gun standing
- 19 Infantryman grenade stance 46p each
- Further British and U.S. figures available shortly.

Home Trade Order Dept.

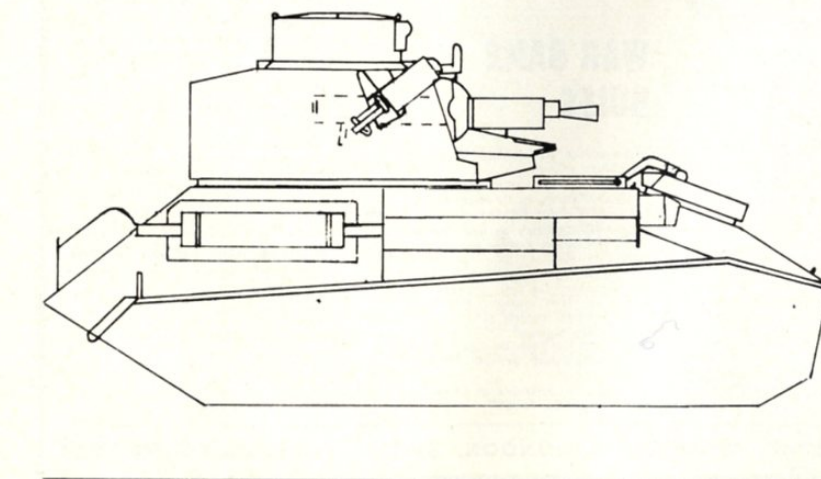
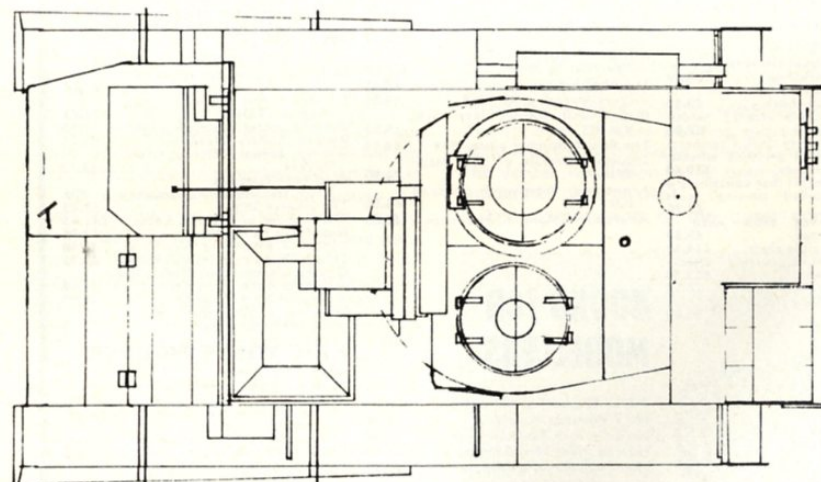
for personal service to every small retailer. Other B.M.W. Depts. are: OVERSEAS Retail Mail Order Trade Orders HOME Retail Mail Orders Home Trade Orders and naturally visitors are always welcome to OUR SHOP

BMW MODELS, 327/329 HAYDONS ROAD, WIMBLEDON, LONDON, SW19

Telex 928374 01-540 7333/4



1:35 scale plans showing a Light Tank Mk VIB as it would have appeared in the Western Desert in 1940. Certain features are omitted for clarity, such as the smoke bomb dischargers in all but the drawing of the right side. The broken line in this drawing marks the position of the machine-guns within the turret.



mount it in place: do not cut out the mantlet aperture yet. In fact this plate extends downward to the level of the turret ring and the curved armour supporting the box beneath the machine-guns is simply a hollow arc protecting the turret ring. Support internally the join between the walls and the front plate, and when the cement is thoroughly set trim away the surplus part of the cylindrical wall to complete the basic turret form.

Now cut out the rectangular mantlet aperture and build up the mantlet, the front being shaped from 40 thou sheet and the curved portions from 10 thou.

The armoured jacket for the machine-guns is laminated from thick sheet and then filed to shape; 1½ mm holes are drilled in the front edge for the gun muzzles, the protective arches added and the jacket is fixed to the mantlet.

The MG muzzles are made from sprue; the left-hand muzzle, for the 0.303 inch Vickers, is simply a piece of 1¼ mm sprue that projects only slightly, but as can be seen

from the photographs the right-hand muzzle, for the 0.5 inch Vickers, is conical. File a conical hole in the end of a piece of 2 mm sprue, then taper the surface of the sprue to a cone but do not detach this from the main part of the sprue until the cone is successfully shaped.

The bulge on the left front of the turret is now built: the bulge contains one corner of the ammunition box for the left-hand VMG. If the turret interior is to be visible start by laminating pieces of thick sheet to make the ammunition boxes — approximately 9 × 3 × 4 mm — then file a triangular hole in the turret wall and cement a box in place, at 90 degrees to the turret centre line and angled downward at 30 degrees. Its partner is similarly mounted on the right wall, except that it is mounted directly on the wall and no hole is required.

The bulge is now made up by cementing triangles of 20 thou sheet directly onto the left-hand box and, after the cement is dry, filing down the edges to give the desired curves.

The 'flange' around the bulge is best made from 10 thou sheet; by trial and error file a triangular hole to match the bulge, then trim around the hole to leave a 1 mm collar. Emboss rivet detail on this collar and then, when the riveted 'skin' has been added, the collar will be cemented in place around the base of the bulge.

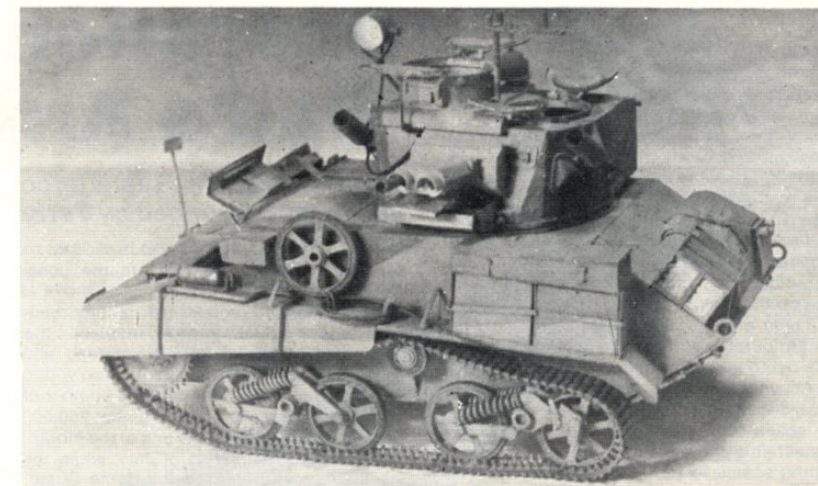
Simple models of the rear halves of the two VMGs are also needed, for mounting on the rear of the mantlet: the position is marked by a broken line in the drawing of the right side of the tank.

The outer 'riveted' surface is now added to the turret, excluding the rear piece which will be added at the time of painting. When this skin has been trimmed from the aperture in the front plate the mantlet can be fixed in place.

The curved cover at the front edge of the turret roof is next built up: file a 40 thou strip to the correct curvature to give a 'D' cross section, then cover the curved face with a 5 thou strip arranged to project down beyond the front edge of the thicker strip. This can then be cemented in place on the turret roof, and the ends added.

The commander's cupola is now formed from 10 thou strip curved to shape in boiling water. Both sets of turret hatches had circular troughs in which the hatches rested when closed and a trough should be added to the cupola before it is fitted into its hole in the turret roof. An inclined strip covers the join, made from a curved 10 thou strip, and the trough for the other hatch is made by cementing two concentric circular strips direct to the roof.

The domed hatches, if they are to be left open, present something of a problem, which can be solved using aluminium foil. First make up two formers, one for the interior of each hatch and each consisting of a lower, square-edged, disc and an upper, bevelled, disc. Wrap a layer of foil over one of the formers and then, using one of the five minute epoxy glues, cement a new layer over the first and allow the glue to set. When a sufficient thickness has been built up — three layers will probably be



enough — trim off the surplus from the lower face of the former, file down any wrinkles, cut the aluminium into two halves and remove from the former. The hatches made by this process will be very tough and can be epoxied to hinges on the turret.

Various details are now added, including the smoke bomb dischargers and their brackets, the sighting vane mounted directly before the cupola vision slit and the box below the gun mounting. Two plates from 5 thou sheet, hinged along their front edges, join the front edge of the box to the underside of the gun mounting. There is also the searchlight carried on the cupola: all the Light Tanks in a column of vehicles of 1 RTR, including the subject of this model, carried this but it is not clear how widely it was used. The light is made from clear plastic with the rear surface painted silver, and a cable reproduced from thick thread loops under the adjacent bracket, entering the turret under the curved cover.

We now come to the suspension. First the suspension units are made, largely from 40 thou strips. Both the forward and rear sets are of a similar, simple, pattern and the only different step is the production of the prominent coil springs; these may be formed from stretched sprue as described in last month's article.

They are mounted between pairs of swellings on the arms of the suspension units, the swellings being formed from putty, but otherwise construction is straightforward. It is, of course, important to ensure that there is sufficient space between the springs for the road wheels.

The rear units are more complicated since the rear wheels are carried in adjustable brackets that pivot on the main part of the unit, track tension on the original vehicle being maintained by adjusting the brackets.

When the four units, complete with wheels, have been assembled, three temporary stands are glued to the hull bottom to hold the hull at the correct height and then, when the hull has been set up on a flat surface, the four units are cemented to the hull side plates. The stands are now removed.

A leaf spring of three leaves is mounted on either side of the lower rear hull plate: the lower end of each spring connects with an inner extension of the axle of the rear road wheel. The springs are made from 10 thou strips.

The sprocket wheels are built next; they are slightly dished with a prominent central boss but will be largely hidden when the sand shields are mounted. The track return rollers are basically 40 thou discs and when they have been added the track can be installed exactly as described last month. It seems in this instance a little easier to begin the fitting around the rear wheels so that the last join, always the most tricky, can be arranged to occur under the sand shield.

When the assembly of the suspension is complete and all parts visible below the track guards have been painted, the sand guards are added from 5 thou sheet. For each side in turn cut out a piece of 20 thou sheet to the shape of the front face of the sand guard, but slightly undersize so that it will fit under the front edge of the track guard and support both inner and outer parts of the sand guard, then cement it in place at the correct angle to the track guard. Next add the small triangle between the front face and the bow plate, cut out the large side panel and, after creasing, cement it in place.

The front joints are now trimmed and the final piece of the sand guard cemented over the 20 thou support. The 'L' brackets are then added, extending over the track guard and down the sand guard.

The construction of the model is almost complete now, and only smaller details are outstanding. There is, for example, the arrangement above the engine for supporting the radiator cover when raised, a cranked arm pivoting at one end on the cover with the other end running in a channel. The driver's plate is a simple rectangle with the usual flap covering a slit and it is supported by two hinges which, like the radiator cover hinges, are set against a rib which runs across the width of the hull top. There are similar ribs on the turret roof.

Beside the driver a fire extinguisher is mounted on the track guard, as was the

case in most contemporary British tanks. A realistic extinguisher can be made from sprue. First file a domed end to a suitable length of sprue, then carve a fine V-groove around the base of the dome, to represent the saucer-shaped end of the bracket. Cut off an 8 mm length of sprue, and file the new end to a domed shape. The plunger is added to this end from stretched sprue and the rest of the bracket is made from a narrow 10 thou strip running the length of the cylinder. Sometimes the extinguishers appear in their natural brass finish, but more commonly they have been painted to match the tank.

There are two similar headlights carried in armoured housings, the left hand housing being slightly longer.

Above the left rear end of the left track guard is fitted a stowage box, below which is space for two large boxes, which are detachable and were often not carried. This fitting seems to have been a standard 8th Army addition, as was the rack on the rear plate for three petrol or water cans. The neighbouring bin was, however, a standard fitting on all Light Tanks and incorporated the number plate.

The spare road wheel carried on a shallow bracket on the left hull side was generally fitted in the Desert, but all other minor details that can be seen in the photographs are standard and would appear in a model of a Mark VI operating in, say, France: the wheel is fitted after painting is completed.

The model is now ready to have its camouflage scheme applied, using the same colours — sand, mid- and dark grey — as for previous models; the pattern is, however, simpler and appears clearly in the photographs.

The trickiest part of the painting involves the vehicle name, carried in large letters on the rear face of the turret; as the tank belongs to 1 RTR its name begins with A, and other vehicles in the patrol include 'ABERDEEN' and 'ALSACE'. The name appears in white on a red rectangle, and I decided that it would be easier to paint this before mounting the piece of 5 thou 'skin' in place. Thus the rear turret plate was painted first, including camouflaged areas, then stuck in place and the rest of the model painted.

The other markings are added when the camouflage paint has dried and include blue circles, red squares with the unit number 24 and the 7th Armoured Division sign which can all be seen in the photographs.

When the painting is completed the wireless aerial, a 45 mm length of stretched sprue, and base are added, together with the various tools carried on either track guard. This concludes the construction of the model and now the addition of external stowage and the weathering of the paintwork will give the model an 'operational' air.

I find the Light Tank Mark VI visually appealing, and despite its generally unsuccessful combat service it provides a very attractive subject for a model. A tank of the same vintage and equally distinctive appearance is the Infantry Tank Mark I, the original Matilda, and this tank will be the subject of next month's article. □

Operation Sealion — 'Dad's Army'

The British Home Guard forces and their equipment described by Terry Wise

ON MAY 14 1940 an appeal was broadcast to the nation asking men to join the Local Defence Volunteers: they began to arrive at police stations to register before the broadcast ended. The appeal inspired the patriotism of World War 1 veterans and caught the imagination of youths too young to know anything of war, and the number of volunteers grew at an amazing rate: 250,000 by the 20th, 300,000 by the end of the month, and 500,000 by the end of July, when the volunteers were renamed the Home Guard.

The first recorded patrol by the LDV took place at Worthing on May 15 and by the 17th Eastern Command had issued orders for 1,500 LDV to patrol in Kent and Sussex, where by the end of July there were 60,000 members. These patrols formed a wide-

spread network of men with local knowledge who arrested within minutes every German airman who landed on British soil, and in a very short time the LDV patrols took over from the regular troops throughout the country, enabling the regulars to be concentrated instead of being scattered around the countryside in penny packets, and gave them time to obtain the training they so badly needed.

Paratroops had not been used in the Spanish Civil War because every Spaniard capable of bearing arms had done so, and the generals hoped the Home Guard patrols would have a similar effect in Britain. Should paratroops land they would be met by the Home Guard, who would give the alarm and cause some delay to the enemy whilst the local regular troops prepared to counter-attack.

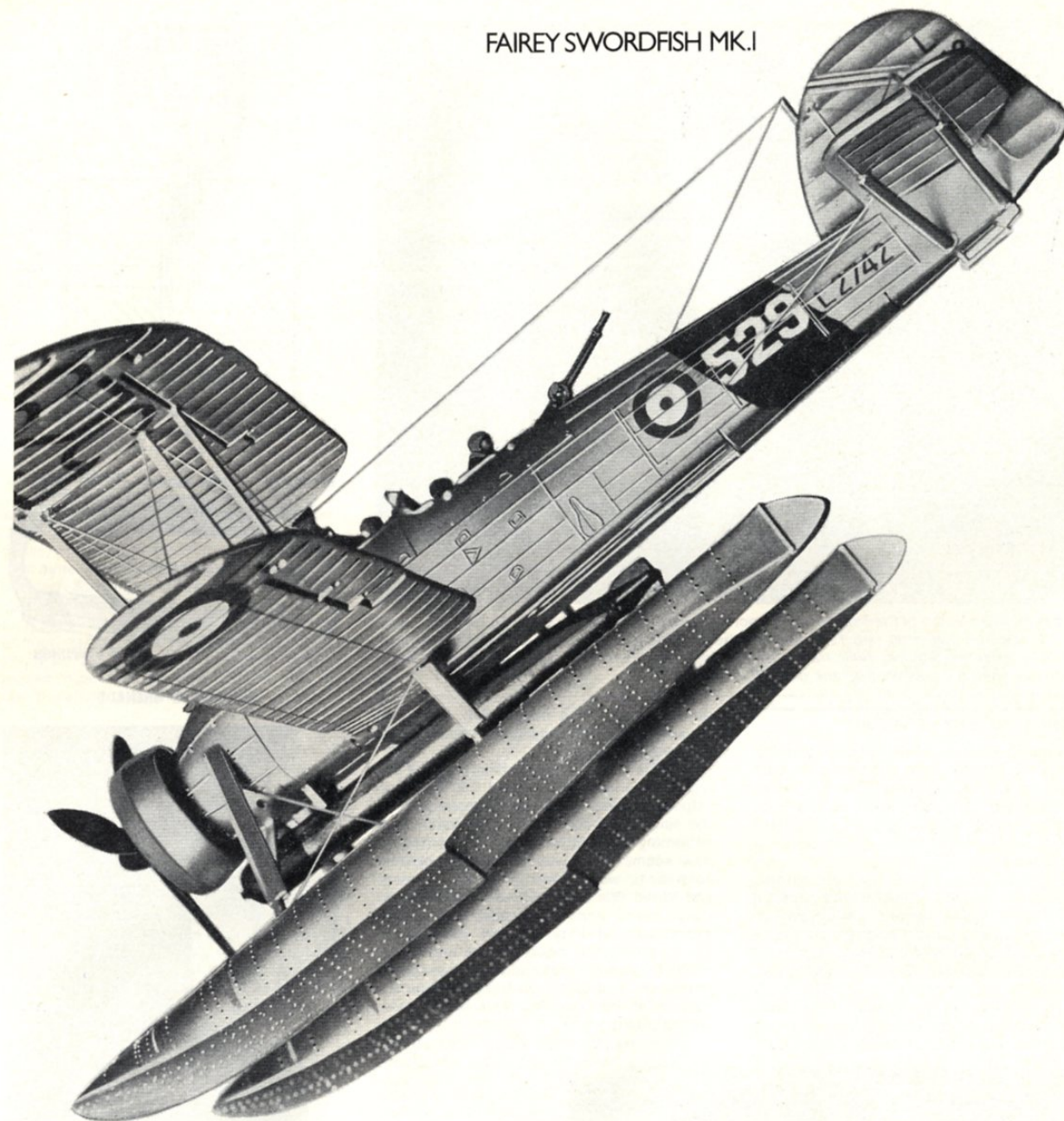
Unfortunately the Home Guard was instructed to surround any paratroops and hold them there until the Army arrived — precisely the sort of action likely to assist the enemy, for the paratroops could then hold a perimeter while air-landing troops arrived to reinforce them. However, the Home Guard patrols would cancel out the enemy's tactic of dropping small parties of paratroops over a wide area in order to fritter away the strength of the Army on mopping up operations, and should certainly prevent a re-occurrence of events in France where, for

Continued on page 696

The anti-tank Blacker Bombard (later known as the 29 mm Spigot Mortar) invented by an Irish TA officer, Lt Col Blacker. The 23 lb bomb often wobbled in flight, had a soft nose, and 'poulticed' onto the target before exploding. The Bombard had a very short range but because the tube attached to the bomb served as the gun barrel, the spigot unit was compact and easy to transport. The weapon was approved at the end of July 1940 but did not come into service until late in the year. Later it became a regular part of Home Guard equipment. Note the crude sight (IWM).

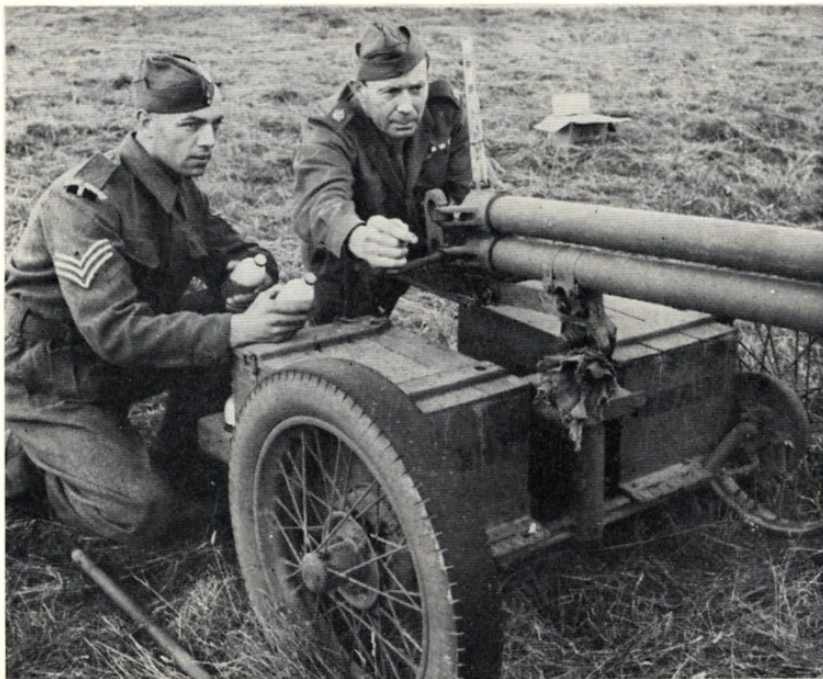


FAIREY SWORDFISH MK.I



frog
®

It's the detail that makes the difference.



Above Mobile version of the Northover Projector (double-barrelled version). This weapon was not in common use until late 1940 (IWM). **Above right** Thermos flask or No 73 anti-tank grenade, effective against tank tracks only. **Right** Crude home-made grenade. A 1½ lb explosive charge would stop a tank of 1940 vintage.

Continued from page 694

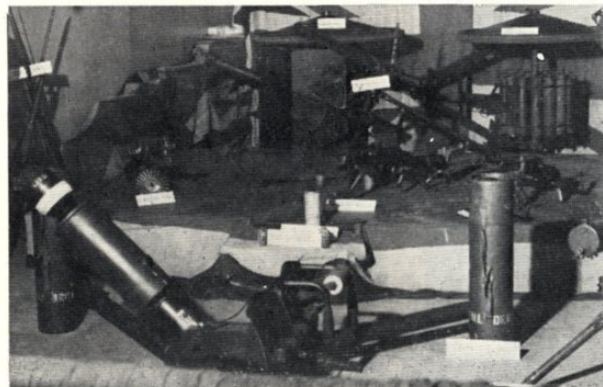
example, the town of Abbeville (population about 20,000) fell to a few armoured cars and some motorcyclists. Two hundred civilians armed with Molotov cocktails, or just broken glass, could have halted these troops and delayed the enemy's advance considerably.

Many units of the Home Guard formed their own mobile detachments, special anti-paratroop platoons mounted on bicycles usually, but occasionally on motorcycles and motor vehicles. One such unit was the 1st American (Motorised) Squadron, Home Guard, formed in London in early June, commanded by General Wade Hayes and mounted in cars. The unit had a strength of between 60 and 70 and wore Home Guard

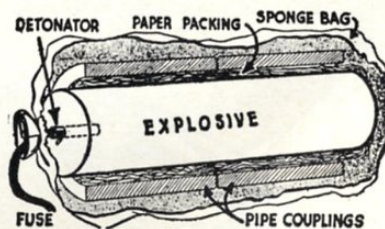
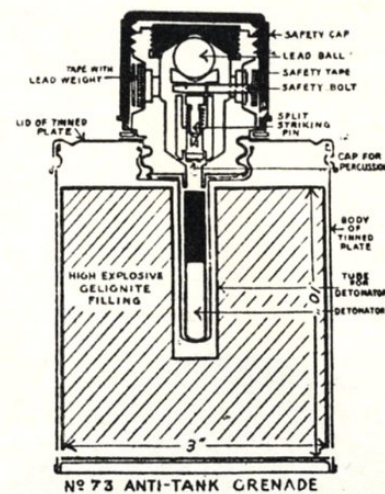
uniform with a red eagle flash. The unit caused some embarrassment because the USA was still neutral!

Eventually the Home Guard became so highly organised and trained that it was a valuable adjunct to the regular forces, but in the summer of 1940 its fighting value was extremely doubtful and, callous as it may now seem, these very young and elderly volunteers, well drilled in square-bashing and World War I tactics, were regarded by Government and Army alike as totally expendable. If they delayed the enemy advance by a few hours before they were mown down by modern automatic weapons in the hands of highly professional infantry trained for Blitzkrieg, then they would have played their part.

At first the LDV had neither weapons nor



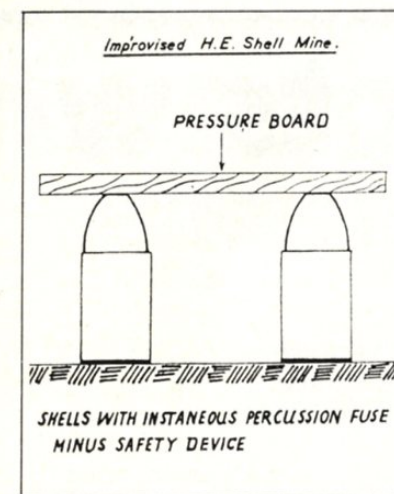
Left Home Guard weapons displayed at Southampton. In the foreground is the pivoted version of the Blacker Bombard. **Right** The Smith Gun 'in action' during an anti-invasion exercise by Southern Command. This gun is probably best known for its part in an episode of 'Dad's Army' when it fired onions! (IWM).



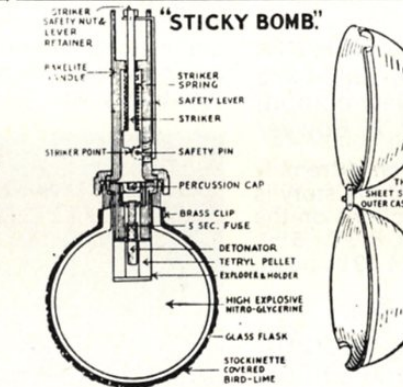
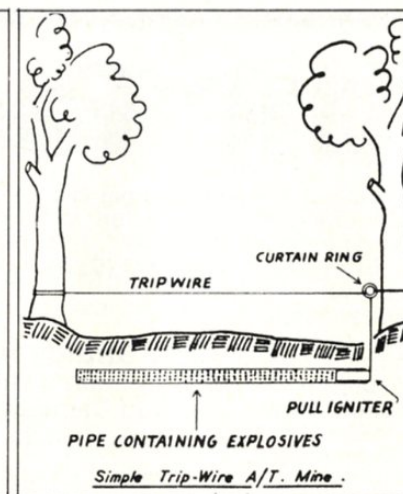
HOME-MADE GRENADE



AIRFIX magazine



Above Typical 1940 improvisations. On the left is an improvised mine made from HE shells, on the right a rather optimistic anti-tank mine triggered by a trip wire. **Right** The anti-tank Sticky Bomb (Mk 1) or ST Grenade (later called Grenade No 74). The Mk II had a plastic flask. Effective against tank armour, range 15-20 yards if thrown, or it could be dropped from a building or even placed in position by hand. On the right is the 'travelling case' of thin steel.



In the last week of June a bullet cartridge for 12 bores was issued which would kill at 200 yards: pitchforks and pikes might have been laughable, but shotguns were not. (The famous Home Guard 'pike' was, in fact, not issued until 1941, by which time the Home Guard was well equipped!)

In addition to rifles and shotguns many units were also equipped with home-made grenades, including the jam tin type of 1914, and some even made their own mortars.

A great deal has been written about the various petrol weapons designed to repel the invaders but in fact many of these devices did not come into being until after September 1940 and others, such as the famous Molotov cocktail, were not so effective as they are usually portrayed — most tanks had by now been equipped to deal with fire bombs dropped on the engine decks. A blanket tied to a petrol bomb was much more effective against a tank, for the blanket was soaked with petrol when the bottle smashed, became entangled in the tracks, and usually set alight the tyres of the road wheels.



Figure on display at the Dorset Military Museum showing World War 1 battledress and equipment, as worn by the LDV.

However, several petrol weapons, designed to be used by the Home Guard, were ready by mid-summer. The Fougasse consisted of a 40 gallon drum of tar, lime and petrol, ignited by a small explosive charge. This ejected a fountain of molten liquid which would stick to any vehicle. Several thousand fougasses were installed by the REs (later by the Home Guard) in defiles and

Continued on page 700

Face the facts with a PSL/Airfix book

You can buy a Patrick Stephens/Airfix book at any time, knowing you'll find a wealth of expert information and masses of pictures to add to your interest and add detail to your modelling. Every book in this selection of titles represents excellent value for money and there is something to suit everyone, whether your main interest is aviation, railways, AFVs, ship modelling or figure modelling. There are dozens more books on these and related subjects, so send for a list — Don't forget Patrick Stephens/Airfix books when choosing birthday or Christmas presents!!

Fighting Colours **RAF Camouflage and Markings, 1937-1975** (New edition) by Michael J. F. Bowyer

Revised and updated edition of an extremely successful standard reference work, and the story is brought right up to the minute with sections on the Harrier, Phantom and Jaguar. 204 pages, 8½" × 5½", 176 photos and 247 drawings. **£3.95 net** (£4.19 by post).

How to go Railway Modelling (2nd edition) by Norman Simmons

The ideal primer for the would-be modeller, covering layouts, electrical wiring, locomotives, carriages and wagons, scenery, operating — everything the new modeller needs to know. 216 pages, 8½" × 5½", 111 photos and over 100 drawings. **£3.95 net** (£4.19 by post).

Modelling Miniature Figures edited by Bruce Quarrie

The essential reference for anyone making model figures in any scale. Contributors include Donald Featherstone on metal casting, Martin Rendall on wood carving, Roy Dilley on dioramas, Sid Horton on Airfix figures, and lots more on modelling, converting and animating all sorts of figures. 152 pages, 9" × 6", 88 photos and 119 drawings. **£3.75 net** (£3.99 by post).

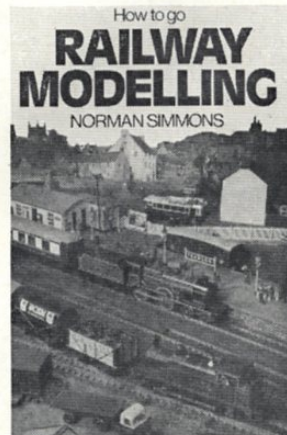
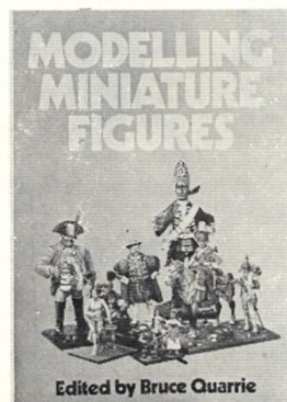
Tank Battles in Miniature **A Wargamer's Guide to the** **Western Desert Campaign, 1940-1942** by Donald Featherstone

Concise and accurate playing suggestions, a guide to

the campaign's historical background, technical information, and strategy and tactics. 156 pages, 8½" × 5½", 17 photos, 11 maps and 22 diagrams. **£2.80 net** (£3.04 by post).

Tank Battles in Miniature **A Wargamer's Guide to the** **Russian Campaign, 1941-1945** by Bruce Quarrie

Following the same format as the Western Desert book, it gives numerous suggestions for making your tabletop battles as realistic as possible, with technical and historical information. 200 pages, 8½" × 5½", 25 photos and 37 maps and diagrams. **£3.95 net** (£4.19 by post).



Airfix Magazine Guide series

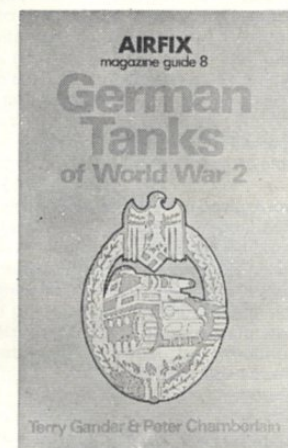
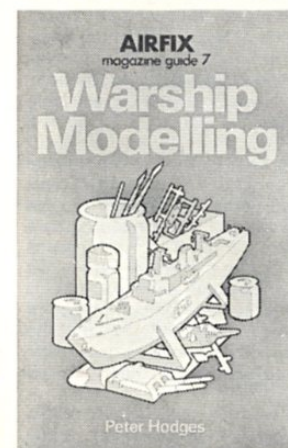
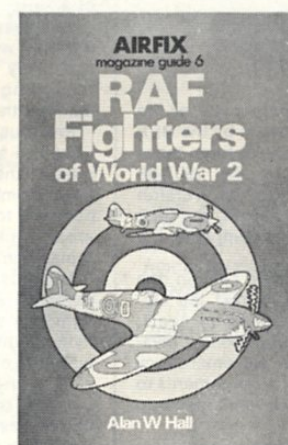
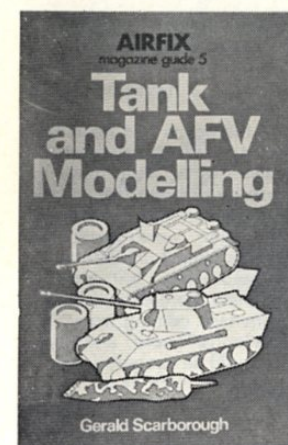
Published in association with Airfix Products Ltd

No 5 Tank and AFV Modelling by Gerald Scarborough

The M1 Combat Car, Covenantor tank, Matilda 1 and Russian T-35 are among the 1:76 scale AFVs covered here. The basics of scratch-building are explained, and several practical conversion projects given. 64 pages, 8½" × 5½", 83 photos and 58 drawings. **£1.20 net** (£1.33 by post).

No 6 RAF Fighters of World War 2 by Alan W. Hall

From the famous Spitfire and Hurricane to the less well-known types, this handy reference guide traces



the service life of and gives technical data on every fighter to see action in World War 2 with the RAF. 64 pages, 8½" × 5½", 85 photos. **£1.20 net** (£1.33 by post).

No 7 Warship Modelling by Peter Hodges

The author goes step-by-step through the construction, detailing and painting of the Airfix 1:600 scale ship kits. The ideal opportunity to learn how to turn your plastic kit into a museum replica. 64 pages, 8½" × 5½", 58 photos and 20 drawings. **£1.20 net** (£1.33 by post).

No 8 German Tanks of World War 2 by Terry Gander & Peter Chamberlain

A guide to every tank used by the German army that saw action in the last war. It outlines German armoured theory, describes the different types of tank, and gives data tables and camouflage details. 64 pages, 8½" × 5½", 68 photos and 30 drawings. **£1.20 net** (£1.33 by post).



Published by

Patrick Stephens Limited Publishers

Bar Hill, Cambridge, CB3 8EL.

Telephone Crafts Hill 80010

To Patrick Stephens Ltd, Bar Hill, Cambridge, CB3 8EL

or Your bookseller or model shop

Please use block capitals

How to order

Use this order coupon to obtain your copies — post it to Patrick Stephens Limited, the publishers, or hand it to your bookseller or model shop. (Send for free book list if not convinced!) If you prefer not to cut your magazine, order on a piece of notepaper.

Please send me the following books £ p

I enclose my remittance of £ p

Name

Address

A8/75



Mobile unit on exercise. The Lewis Gun drum magazine held 47 rounds. Note disruptive camouflage pattern and hooded headlamp (IWM).

Continued from page 697

bottlenecks along the south coast where vehicles could be expected to slow down.

The Static Flame Trap consisted of a tank of petrol hidden above a sunken road or gorge with pipes leading to the road. A member of the Home Guard could flood the road with petrol and ignite it with a Molotov cocktail just as vehicles arrived in the area. An alternative method was to erect 'guard rails' along the sides of the roads. These were perforated and connected to a petrol tank on higher ground. Anti-tank ditches were sometimes flooded with petrol and some units made 'rocket' dischargers capable of firing 20 Molotov cocktails.

The famous Flame Barrage, setting the sea alight, was first tried out successfully on August 24. Ten pipes were rigged from the top of a cliff to the sea, ten tankers pumped fuel oil down the pipes at the rate of 12 tons an hour, and this was ignited by flares. A wall of flame appeared in seconds, the sea began to boil, and the observers found it impossible to remain at the edge of the cliff. The Barrage may well have proved successful in action, but it was too dependent on weather conditions to be reliable. However, news of the trial was deliberately leaked to Germany and the tests undoubtedly had an effect on the morale of the troops chosen for the assault.

In the early days the LDV were mostly identified by a brassard bearing the letters LDV, but in late June or early July they were issued

with either the two-piece denim suit or old World War I battledress — worn by the BEF when it went to France. By the autumn these uniforms were replaced by the 1937-38 battledress or 1940 simplified version described last month. Steel helmet, gas cape and mask, and some webbing completed the equipment.

Other citizens played their part in the defence of Britain. Some formed the Observer Corps to keep watch along the coast; others stood by to ring church bells if invasion came, or formed first aid emergency services, or organised local arrangements to keep open communications and maintain essential services.

And there was one other volunteer organisation — the Auxiliary Units, recruited from the LDV in late June. These men were to stay behind if the Germans landed and advanced inland, and were trained to harass lines of communication, pick off important officers, sabotage depots, bridges, etc, and generally cause confusion in the rear areas, delay the enemy's advance, and draw as many of his troops as possible away from the forward positions.

The first Auxiliary Units were raised in Kent from men with intimate knowledge of their area and accustomed to handling weapons, and consisted of a leader and five or six men. Each unit was armed with a revolver, a Tommy gun, two rifles, commando knives, hand grenades, and the new plastic explosives. The men wore no uniform and had they been captured would have been shot on the spot. By the end of the summer units had been established in Sussex and part of Surrey, but a real network, provided with short wave radio and concrete bunkers deep underground, did not come into being until 1941. □

SHORN OF THE element of surprise in 1940, the Luftwaffe, despite the boastful claims of its leader, was finding the task of defeating the Royal Air Force more difficult than was at first realised.

In previous campaigns the fighters had, unannounced, caught the defences unawares and had rapidly achieved complete air supremacy, thus making way for the bombers to fly unmolested to any target. Germany's close proximity to each of its victims had played no small part in achieving this surprise.

In Britain's case, the use of radio direction finders, and the existence of a 30 mile wide strip of water had proved to be assets of considerable value, and as far as the aggressors were concerned, two more links in a vicious circle.

The bombers, heavy with bombs and fuel, took an agonisingly long time to climb to altitude, this build up being sufficiently protracted to alert the defences and thus ensure that the attackers never emerged unscathed.

The fighters, under orders to protect the bombers at all costs, despite numerical superiority, as a result always fought at a disadvantage by being denied their freedom of action.

Time was pressing, and the long grind of attrition, which the battle had become, was not likely to yield results in the weeks remaining before the invasion plans reached their deadline.

Previously, the fuel loads had been sacrificed in favour of bomb load to clear the area of the invasion. Now, more fuel, and fewer bombs must be carried to enable the bombers to reach the factories outside this area, factories which were producing replacement fighters almost unhindered.

Reports showed that anti-aircraft defences at this time were comparatively light, the main menace coming from high flying captive balloons. These, and especially the cables, could be dangerous, especially if the losses were such as to require the raids to be undertaken during the hours of darkness.

What was needed was an aerial form of minesweeper, able to clear the cables out of the path of the closely following bombers.

The Heinkel He III H-6 variant, more heavily armed and armoured than its predecessors, was coming off the production line in increasing numbers, thus making available for other duties the earlier H-3 and H-5 types.

One of these was returned to the Heinkel works and a fender and cutters fitted. This device weighed some 250 kg (550 lb), the balance of the aircraft being restored by a similar weight in the tail. The machine was then flown to Rechlin where preliminary test flights were carried out by several test pilots including Hanna Reitsch. On completion of these, further tests were undertaken at the balloon testing ground at Saarow. These tests confirmed the basic theory to be workable.

In practice, however, the weight of the device compromised every aspect of the aircraft's performance, and after very few sorties the remainder of the 30 originally built had the installation removed and were

'Minesweeping' Heinkel He 111

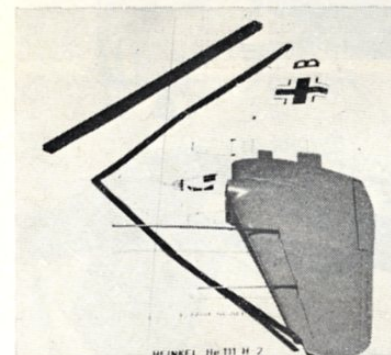
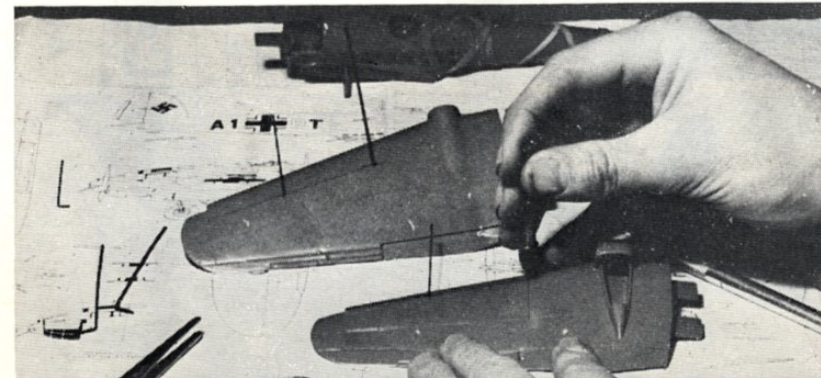
Converting the Airfix kit to the He 111H-8 version by John Burgess

modified to the transport role as H-8/R-2s.

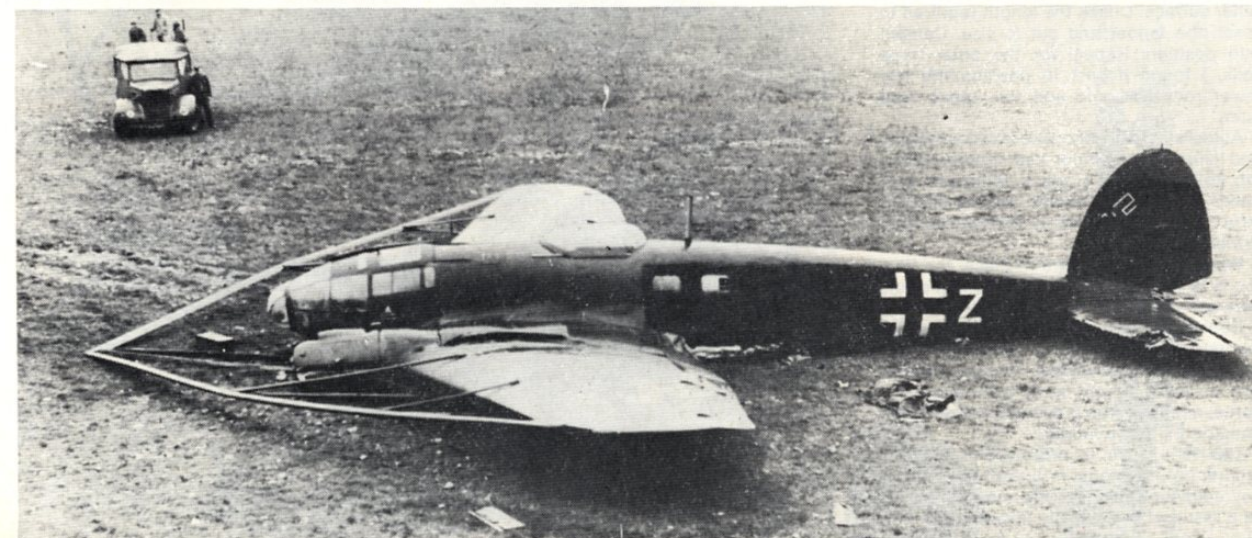
There are several kits of the Heinkel He III on the market, so that the particular one

chosen is a matter of personal taste.

The Airfix example is an H-20, but the amount of work required to make the fender



Above Drilling holes for fender supports. Note wing tips have been squared off. Fuselage, held together with rubber bands, is drying in background. **Left** Trying the fender for fit, and marking out the positions where the supports meet it. **Below** He 111H-8 of an unknown Gruppe shot down in England during the autumn of 1940 (IWM).



is not vastly increased by the need to alter the exhaust pipes, add glazing to the ventral gondola, and add a canopy to the mid-upper in place of the turret. The propeller blades also need to be thinned down.

All this work can be carried out as work proceeds, the only other item required before finishing the model off being to drill the holes in the wing surfaces. The constructional drawings are drawn to 1:72 scale, and the colour scheme drawings to approximately half this scale.

The first is a machine in its pre-delivery markings (PB-PD), the second is a machine in service with 7/KG27 (Boelcke), while the third is a machine of an unknown Gruppe which was shot down over England in the autumn of 1940. Colours are all basically the standard 70/71 splinter camouflage upper surfaces, with 65 undersides, except in the case of the latter machine which has a large area of the undersides in matt black.

Reference for this article was Green's *Warplanes of the Second World War*, Volume 9, but before continuing with the model I must thank Les Whitehouse for much additional information on colour schemes, Neville Franklin for information on KG27, and Gerald Scarborough, who photographed the model at the various stages.

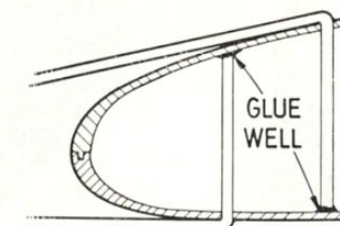
With the exception of those outlined above, there are very few actual modifications to be made to the model. Once the holes for the fender supports are drilled, and the wing tip leading edges are squared off, construction can be completed, and the model painted in whichever finish is desired. Before adding the nose canopy, drill the three holes in the positions shown. To simulate the two supporting cables, firmly secure a length of fishing line at about its mid-point within the fuselage. Thread the two ends thus formed through the hole in the upper side of the canopy, and fix the canopy in position. If stretched sprue is preferred, this activity can be left until later.

While this dries, attention can be directed to the central support. This is made up as

DRAWINGS BY BERT HATTON

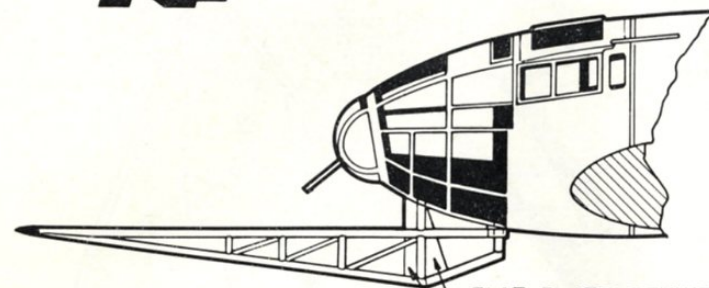
informair
NF

NOT TO SCALE



WING L.E. CROSS-SECTION

SHOWING METHOD OF FIXING
SUPPORT STRUTS



FLAT PLATE BETWEEN
BOOMS

NOTE THAT UPRIGHTS & DIAGONALS
ARE THINNER THAN TOP & BOTTOM
BOOMS

SIDE VIEW WITH CENTRAL
BOOM IN PLACE

UNDERSIDE VIEW

CENTRAL BOOM.
SEE SIDE VIEW
ON LEFT FOR DETAIL

SEE BELOW FOR
HOLE POSITIONS

OUTER
BOOMS

ALL DRAWINGS
ARE 1/72nd
SCALE EXCEPT
WHERE NOTED

HOLE POSITIONS ONLY
SHOWN ON STBD WING

HOLES IN PORT WING
PANELS ARE IN SAME
POSITION

CUT OUT

HOLES FOR
BOOMS

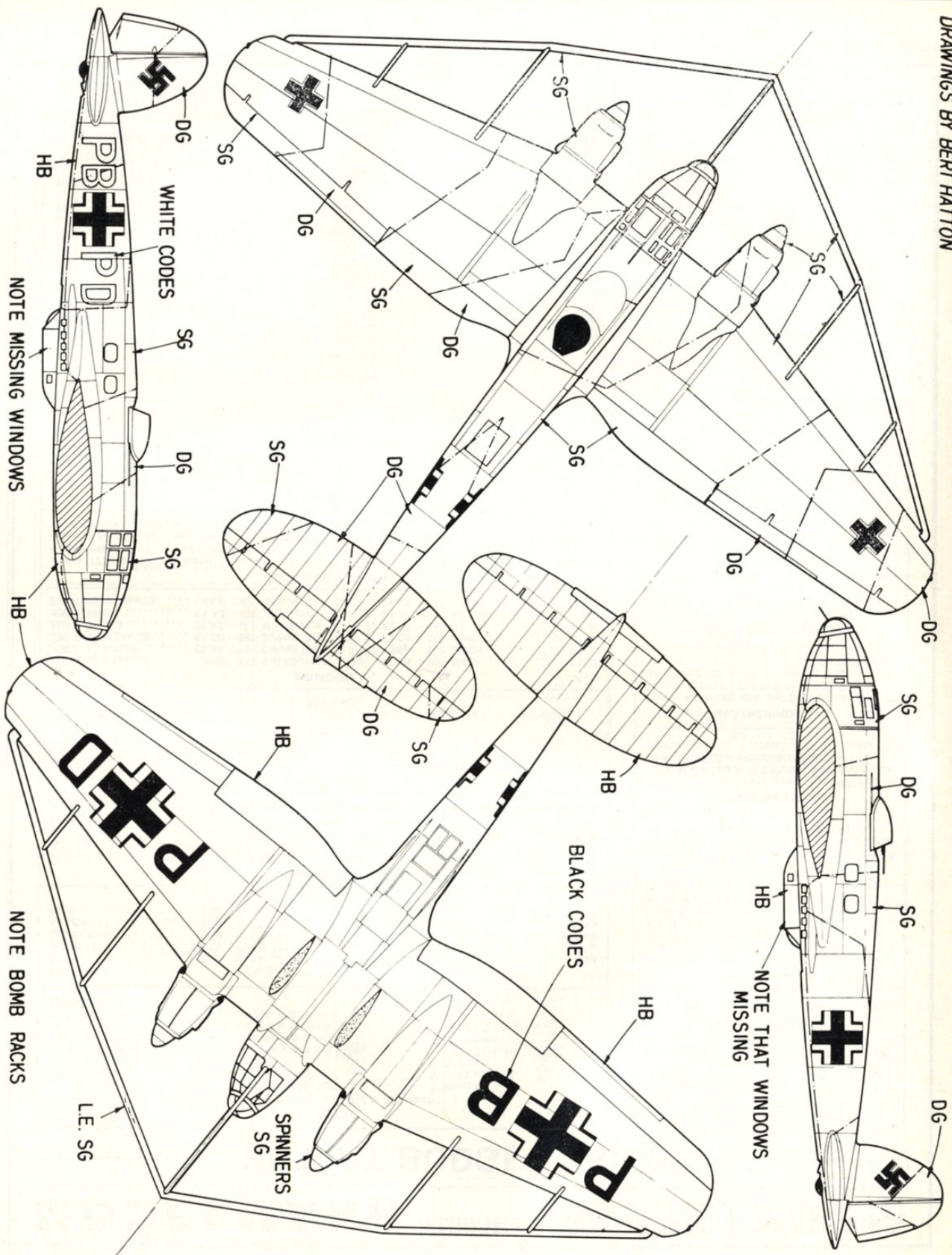
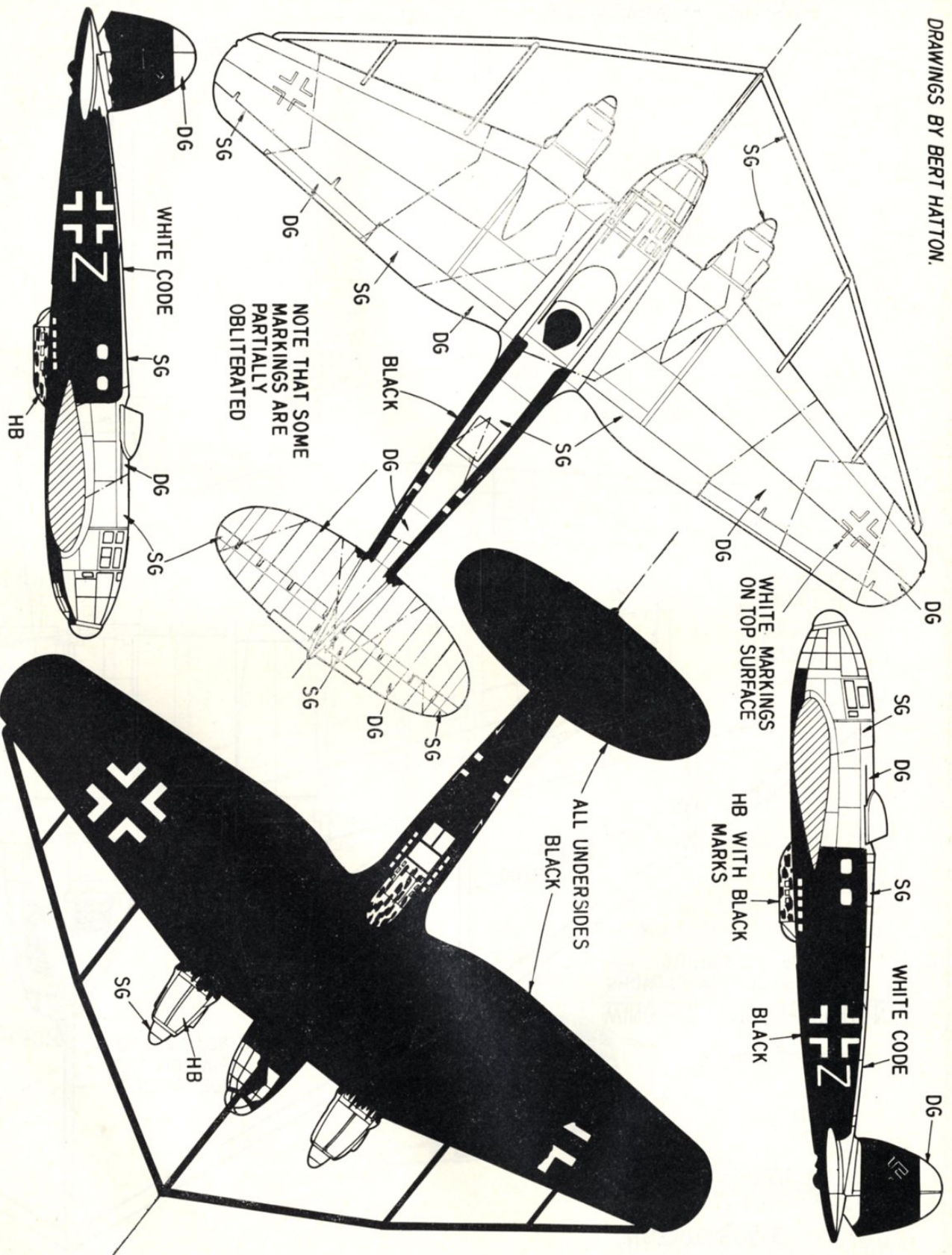
HOLES FOR BOOMS
NOTE THAT HOLES
ARE FURTHER BACK
ON TOP SURFACE

CUT OUT

DRAWINGS BASED ON He 111
PLAN, PUBLISHED IN "SCALE
MODELS" SEPTEMBER 1971
BY M.A.P. LTD, HEMEL HEMPSTEAD.

STBD WING - UNDERSIDE

STBD /WING - TOP SIDE



KITS AT BUDGET PRICES

HASEGAWA			
1/72 Scale AFV kitsAll at 40p each			
1 Willys Jeep	2 155 mm M2 Gun	3 Stuart Mk 1	
4 M3 Lee Mk 1	5 Ms Grant Mk 1	6 M3A1 Halftrack	
7 M4A1 Halftrack	8 Tiger 1E	9 Panther G	
10 88 mm Flak 18	11 Kubelwagen and BMW	12 Sdkfz 7 H/track	
13 Schwimm/Kettenk.	14 Sdkfz 7/1 with 4AA	15 M4 Sherman	
16 TX40 Fuel truck	17 Toyota starter truck	18 Sdkfz 7/2 37 mm AA	
19 M24 Chaffee	20 GMC Personnel C	21 GMC Gas truck	
22 GMC Dump Truck			
1/48 scale		FUJIMI	
Northrop F5B	95p	Northrop F5A	95p
Mirage 111R	£1.15	Mirage 111C	£1.15
A4E Skyhawk	95p	Intruder A6A	£2.15
Alouette 111	95p	UH1B Huey	95p
Wasp	95p	FW190A	£1.10
		Grumman E2 Hawkeye (1/72)	£1.45
AIRBRUSHING			
250 Airbrush	Set includes spray gun and spare jar		£4.70
200 Airbrush	Set includes spray gun and airline		£15.00
100XF Airbrush	Set includes spray, spare needle and colour cup		£21.00
Compressor	Saves a great deal of money over a very short period		£31.00
FOR THIS MONTH ONLY ALL AIRBRUSHES ARE OFFERED AT THE REDUCED PRICES ABOVE			
RAREPLANES			
Fulmer	£1.10	DH89 Rapide	£1.35
L1049 Super Constellation	£4.00	Bell Jet Ranger	60p
PYRO			
Flycatcher	Bulldog	Fury	1911 Triplane
			Boxkite
			Deperdussin
			Handsyde
All 80p each			
AIRMODEL			
138 Vought Flapjack	70p	175 B66 Destroyer	£1.70
206 C123 Provider	£3.30	151 Convair Pogo	95p
183 Convair Sea Dart	£1.20	182 Junkers JU287	£2.35
168 Pembroke	£1.25	161 N.A. Savage	£2.35
180 Firebrand	£1.30	194 JU388 conv.	£1.10
218 Tandem Lysander	85p	305 Catalina, TA4, TA7	£1.10
CIVIL LIGHTPLANES			
Eidai 1/72 scale	29p each	Aerosabaru FA200	V35B Bonanza
			Skyhawk
			Cessna 172 floatplane
			Cessna 02A
			Cessna Super Skymaster
Bandai 1/48 Scale	98p each	Cessna 150L	Cherokee 140
			PA18 Super Cub
			Mooney M2De
			V35A Bonanza
			Aerosabaru FA200
			all complete with crew.
ITALAEREI			
LA-5FN	50p	Henschel 126	75p
Fiat BR20	£1.35	Caproni CA313	£1.35
Gotha 242	£1.50	Cant Z501	£1.65
			Thunderflash
			Thunderstreak
			Junkers JU188
TAMIYA			
1/48 scale			
Buffalo F2-A2	£1.60	Zero	£1.30
Raiden	£1.60	Rufe	£1.60
			Harrier
			Hayate
1/72 scale			
Zero	Shoki	Shinden	Raiden
			Hayate
			all 45p each.
1/32 Scale			
HORIZON CONVERSIONS			
0001 F4 Phantom wing and centreline fuel tanks			£1.10
0002 Luftwaffe 300 litre drop tank, tear drop shape			35p
0003 P47 Thunderbolt 200 gallon drop tank			55p
0004 P47 and P51 90 gallon drop tank			55p
0005 P47 and P51 110 gallon drop tank			55p
0006 FW190D/F/G blown canopy			55p
0007 BF109 Galland Hood			55p
0008 Mosquito Mk XVIII parts including canopy			85p
0009 P47 and P38 150 gallon drop tanks			70p
0010 ME262B/1A and B1A/U1 conversion including canopy			85p
0011 Typhoon Mk 1B conversion including canopy			75p
0012 P38M night fighter conversion including canopy			75p
0013 F4U-1 Corsair bird cage canopy			55p
0014 Mosquito wing mounted slipper fuel tanks			55p
0015 Mitsubishi A6M3-22-32 Zero conversion			85p
0016 General Motors FM2 Wildcat (early version)			75p
0023 2000 lb. Laser guided bombs for F4 Phantoms			85p
0024 Centreline fuel tanks for F4 Phantoms			85p
MODEL CARD A set of high quality matt white plasticard, containing one sheet in each of 10 thou, 15 thou, 20 thou, 30 thou, and 40 thou grades			
MODELGLAZE Sheet form plastic glazing material for canopies etc.			

PLASTIC ROD AND STRIP SETS	
1 mm white rod pack	17p
.75 mm white rod pack	17p
.5 mm x .5 mm strip pack	28p
.5 mm x 1 mm strip pack	28p
.5 mm x 1.5 mm strip pack	28p
ARALDITE RAPIDE	
Quick setting epoxy adhesive	40p
MATZ PISTOLS	
1/1 Scale	
Colt 45 Government Model	
Colt 45 Commander Model	
S & W 6 inch, longbarrel	
Luger Artillery Model	
FW190D	
All of the above are	£2.75.
HUMMEL	
The Armour kit of the year must be the Bandai 1/15 scale kit of the Hummel. Usually this kit retails for £11.50, but from us the price is only £10.00.	
LUFTWAFFE FIGURES	
Preider figure sets from Germany give 30 accurate 1/72 scale figures of Luftwaffe flying and ground crew in tropical and temperate uniform.	
Complete set	only 60p
WEATHERING SETS	
Floquil weathering sets are the ultimate in model realism. Each set contains Rust, Grime, Dust, Grimy Black, Mud and special thinner	
	brush or spray
	Only £1.50 per set
AIR ENTHUSIAST QUARTERLY	
Now due for release during July this excellent quarterly costs £1.25 per issue or £5.00 per year post free.	
TSK CONVERSIONS	
1/72 Scale conversions:	
1-01 F100F, F105F, F101B canopies	20p
110 Hunter T7, Lightning T5 Canopies	20p
116 Wellington GR/XIV/B1 canopies	30p
117 Battle trainer, Defiant T3	20p
134 B1109G/10/12/16 and K canopies	20p
135 FW190A and FW190F canopies	20p
149 HE111Z Zwilling conversion	50p
152 Douglas B18 Bolo fuselage	80p
303 JU88A/C/G/H & DO217 conversion	60p
304 TBM3WSU and A4DW conversion	60p
305 F94 Starfire fuselage	60p
L & S	
Peggy 1/72	£1.35
Nell	95p
Yasukuni	£1.35
Nippon Go	95p
LIFELIKE	
Pesco Special	£1.65
Gee Bee Sportster	£1.65
Springfield Bulldog	£1.65
Or all three for £5.00 post free.	
K.P.	
Avia B33	60p
Avia B534	55p
Letov S328	60p
MIG 19	60p
MIG 17	60p
L29 Delphin	55p
LA-7	60p
VIMY CONVERSION	
The latest from Contrail ... the Vimy Commercial or the Vernon all in one conversion pack	
	60p

HASEGAWA			
F86	36p	Northrop F5	36p
MIG 17	55p	Intruder	75p
F106A	90p	F102A	90p
Bronco	55p	Eagle F15A	75p
T33A	36p	Harrier	55p
A7 Corsair	50p	MU2S	75p
Lightning	50p	Skyhawk	50p
Mohawk	50p	MU2J	95p
HE51	36p	Marlin	£2.50
Neptune	£1.55	B47E	£2.65
P51D Mustang	50p	A37A	50p
Zero	50p	Mentor T34A	50p
Fuji T1A	50p	G8N1 Rita	£2.25
H6K5 Mavis	£3.00	Betty with BAKA	£1.95
MIG 21	50p	RF101 Voodoo	75p
F100D	75p	F4E Phantom	75p
F105D	75p	MU2J	75p
Huey UH1D	50p	Spitfire	50p
Shinmeiwa	£3.50	Huey UH1D	50p
P47 Razorback	50p	P47 Bubble Top	50p
HE51 float	55p	Emily Y/boat	£3.00
F4K/M Phantom	60p		
MONOGRAM			
1/48 scale			
FW190A	80p	P40 Tiger Shark	80p
Wildcat	80p	Hurricane	80p
Avenger	£1.00	Dauntless	£1.00
Stuka	£1.00	Thunderbolt	£1.00
Helicat	£1.00	Typhoon	£1.00
Devastator	£1.80	Black Widow	£3.75
1/72 scale			
P51B Mustang	80p	F15 Eagle	£1.60
ME B110	80p	T28 Trojan	80p
Twin Mustang	£1.25	Huey Gunship team	£1.20
DO17Z	£1.25	Tigercat F7	80p
Boeing B52D	£6.50		
MICRO SCALE			
1/72 scale			
72-134 P39 Airacobras, USA, 6 aircraft	90p each		
72-135 F5A and T38, NATO and foreign			
72-136 ME Bf110, Luftwaffe, 5 aircraft			
72-139 Junkers JU88A, 4 aircraft			
72-140 Hurricane, RAF, Yugoslav & Belg.			
72-141 U.S. Aces WW2, P51D, P47, P51B, P38			
72-142 F80 Shooting Star, 5 aircraft			
72-143 Gladiators and Furies, RAF			
1/32 scale			
32-33 ME262 & ME163, Czech and German	90p each		
32-34 Foreign ME109, Swiss, Bulg. Finn.			
32-35 USMC F4s, VMFA 232, VMFA 251			
32-36 Mirage 111, Australia, Lebanon			
MICRO PRODUCTS			
Micro Set, Micro Sol, Micro Flat, Micro Gloss, Micro Thin, Micro Weld still all stocked at a cost of 45p each.			
REPLICA IN SCALE			
Volume 3 number 1 is now in stock at a cost of 80p per copy plus postage. Yearly subscriptions cost only £3.40, giving a postage/packing cost save. This latest issue is the first of the planned bigger copies and also has a much improved printing process giving far clearer drawings ... if that is possible. Contents include the A4 Skyhawk, Cessna T37A37, Japanese 97 medium tank etc. We still have a few of the large combined issue, vol 2 no 3/4 in stock at a cost of £1.00 plus postage.			
BOOKS			
Skyraider by BARG	£1.40	Wyvern by BARG	£1.05
P40 Kittyhawk (hard cover)	£3.00	JU287 Close Up	£1.85
Venom/Sea Venom	£1.85	Aircraft Model Special	£1.25
Hawker Woodcock profile	75p	Airbrushing for Modellers	£1.50
Short Stirling remembered	80p	Camouflage and Markings US	£4.50
F105 In Action	£1.50	P47 Thunderbolt in Action	£1.50
Gunslingers In Action	£1.50	F106 In Action	£1.50
Crusader In Action	£1.50	A6A Intruder In Action	£1.50
And Kill Migs	£3.50	Aces Of The Eighth	£2.40
Panther In Action	£1.50	Light Panzers In Action	£1.50
British Armour In Action	£1.50	RAF Year Book	50p
Air Enthusiast bound vols.	£4.25	Aircraft of the RAAF	£4.50
CONTRAIL			
Welkin	75p	Bombay	£1.25
JU390	£2.20	Hendon	£1.25
C46	£1.65	Overstrand	£1.10
HORSA	£1.00	Coronado	£1.65
London	£1.55	Stranraer	£1.55
Southampton	£1.50	Manchester	86p
Perth	£1.80	Scapa	£1.50
TSR2	£1.28		
AIRFRAME			
XF5 Skyrrocket	£1.00	DH108 Swallow	80p
Etrich Taube	£1.10	Henschel HS132	80p
Grumman XP50	£1.00	Pterodactyl	80p
Provost	90p	Bell XP77	90p
Bristol M1C	90p	Wellesley	£1.10
Natter	80p	DFS230A	£1.00

GREEN STUFF	
America's best body putty, will not crack, shrink or crumble and is dry enough to sand within 30 minutes.	
Price per tube	60p
AIRFIX GUIDES	
1 Plastic Modelling, G. Scarborough	
2 Aircraft Modelling, B. Philpott	
3 Military Modelling, G. Scarborough	
4 Tank/AFV Modelling, G. Scarborough	
5 RAF Fighters of WW2, A. Hall	
6 German Tanks of WW2, T. Gander	
	£1.20 each
MODAKIT	
1/72 scale Vac-forms	
B01 Nissen Hut	35p
B02 Control Tower	78p
B03 Blister Hangar	£1.05
MP1 Canvas card	40p
LIQU-A-PLATE	
The metallic finish specifically for airbrush use. Very quick drying. Colours: Aluminium, Dark Anodic Grey, Titanium, Bronze, Exhaust and special sealer	
	75p each
BAGGED KITS	
We have a small number of the following Frog kits, bagged with no instructions or decals at a cost of 40p each: F104, Harrier, F100D, A7 Corsair, Viggen, MIG 21.	
LATEST KITS	
Otaki 1/48 P51D	£1.46
Otaki 1/48 P40E	£1.46
Entex 1/48 F86D	£1.50
Entex 1/144 B1A	£2.95
Frog 1/72 Javelin	75p
Frog 1/72 Vimy	75p
Frog 1/72 DO335	65p
Williams 1/72 Boeing 247	£2.75
PRICE INCREASES	
We regret that certain items have increased in price over the last few weeks and, these increases must be reflected in our own prices. All items are supplied at prices ruling at the date of despatch.	
SCALPELS	
Disposable surgical scalpels	13p each
QUICKSAND	
Foam lined sanding block, two grades that can be washed and used again	
	30p
TESTORS	
DULLCOAT Spray	35p
GLOSSCOAT Spray	35p
NEEDLE FILES	
Fine British needle files, clog free blade pattern, set of four shapes: Flat, half-round, triangle, oval.	
	Only £1.50 per set
POSTAL CHARGES (UK)	
Orders up to £1	15p
Over £1 up to £2	25p
Over £2 up to £3	35p
Over £3 up to £4	45p
Over £4 up to £6	50p
Over £6	Post Free
Overseas — please send 2 Postal reply coupons for pro-forma invoice. No correspondence will be entered into unless accompanied by a self addressed envelope.	
DO NOT FORGET TO INCLUDE POSTAGE	

Peninsular War figure conversions

This month, a major of the 50th Foot from **Martin Windrow** and **Gerry Embleton**

THE 1ST/50TH REGIMENT of Foot (West Kent) took part in the retreat to and battle of Corunna in 1809, where they distinguished themselves in bloody fighting — an action recorded in the writings of the famous Charles Napier. The 'Dirty Half Hundredth' — so nicknamed from their black facings — were shipped home after Corunna, and later took part in the unhappy campaign on Walcheren, suffering great loss from the disease which swept the expeditionary force.

They did not return to the Peninsula until 1811, when they fought at Fuentes d'Onoro in the 1st Division. They were one of the battalions transferred into the 2nd Division shortly afterwards, to make up the terrible casualties suffered by that formation at Albuera, and they fought with the 2nd Division from that point until the end of the war in 1814.

This officer appears as he might have done during the Vittoria campaign of 1813, at which battle the battalion fought in Cadogan's Brigade on the Heights of Puebla, against Maransin's 12e Léger and 45e Ligne.

Up to 1812 all British officers were supposed to wear a long-tailed uniform coat, but during that year some at least began to use a new, shorter service jacket which can be modelled from one of the rankers' jackets in the Airfix range. The model illustrated was made from a Rifleman and a pair of much-carved Historex French hussar officer's legs with boots à la hongroise.

The Rifleman's torso should have the centre buttons trimmed off, and the outer rows thinned out to produce single spaced or paired buttons, according to the battalion desired; the 50th wore paired buttons. Four sets of paired buttons would normally be exposed between waist and shoulder, but three would be permissible in this scale if it makes painting easier.

The central join of the jacket should be obscured, and a new, double-breasted effect achieved by scribing a vertical line just outside his right-hand row of buttons. A small triangle of thin plastic card should be cemented to simulate the turned-down top portion of the lapel; the accompanying sketches show the typical shape of an officer's jacket.

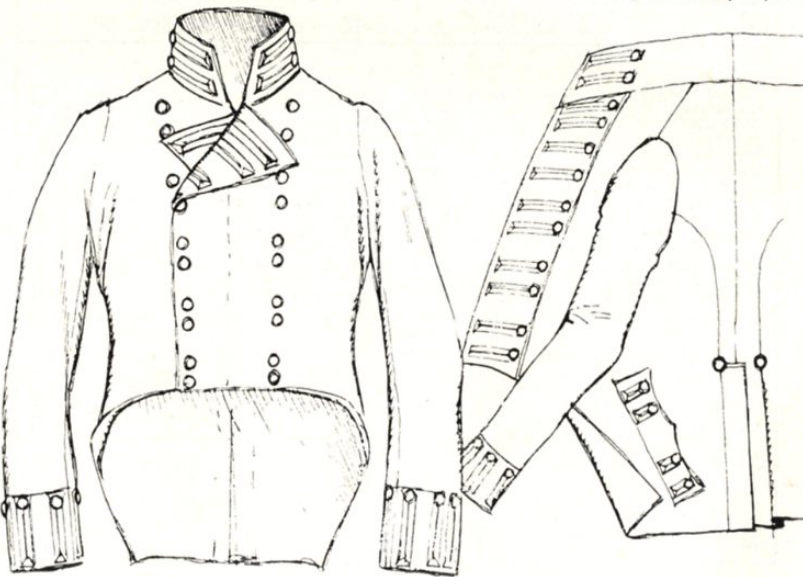
You can use any head and arms you like — Coldstream, Rifles, Highlander, or any others you have handy — depending on the desired position. Remember to file cuff detail smooth for ease of painting. Epau-lettes should be added, either from the Imperial Guard Grenadier or, better still, from the Historex spares list. File off the detail of the loop over the epaulette strap if using Historex items — British officers did not wear these, and you need a smooth top

surface for painting. The sequence worn was as follows: Full colonel, two epaulettes with a crown and a star badge on the strap; Lieutenant-colonel, two, with a crown; Major, two, with a star; company officers of battalion companies, one right-hand epaulette without badges. Fusilier, light infantry, and line infantry grenadier and light company officers had more complex insignia involving shoulder wings with or without epaulettes, and we have decided not to cover them in this article. Full details will be found on page 73 of *Military Dress of the Peninsular War*.

The jacket should be painted bright scarlet, with regimental facings on the collar and the turned-down triangle of lapel, and on the cuffs; as stated above, for the 50th these were black, and would take the form of velvet for officers. Buttons and lace were gold, so the buttonholes on the front (his right-hand side only) should have paired, square-ended loops of gold lace extending inwards. A loop should show, almost vertical (ie parallel to the short edge) on the turned-down lapel, and there are two on the collar, horizontally placed one on each side with a button at the outside end. There should be two pairs of loops on each cuff, with a button at the top of each.

The turnbacks at the tail of the jacket

Front and back views of a typical officer's jacket, of a battalion with paired square lace loops.



should be white, and some officers seem to have had gold lace edging round these. The two rear buttons and a tiny gold lace triangle between them should be covered by the waist-sash — see below — but two pairs of small gold loops, each with a button at the inside end, should be painted diagonally above the edge of the turnbacks, pointing inwards and upwards. Two vertical lines of lace can be painted from the rear buttons to the skirt, using the kit mouldings as a guide. The epaulettes of all ranks of officer would be gold in this unit, with silver rank badges.

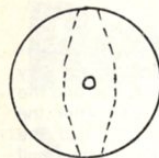
Breeches should be painted white. The boots on the pair of Historex legs we used are fancy hussar items; they should be painted black, with silver spurs, gold trim around the tops and gold tassels at the front.

A waist-sash of crimson should be added, knotted on the left hip and passing over the sword baldric to hold it steady; this should have long hanging fringed ends. The easiest way to make it is to use very thin plastic card for the sash and hanging ends, the latter suitably notched with a sharp knife, and to make a knot with a blob of body putty. The baldric is a single crossbelt over the right shoulder (passing beneath the epaulette and sash) which, again, can be made from the thin card provided in Airfix kits for straps, etc; it should be the same size as a soldier's cross-belt. In the middle of the chest add a small oval of card for a belt-plate, painted gold.

The sword should be a long épée held in a frog; we used a Historex piece. Hilt and chape should be gold, scabbard black, and baldric and frog white. The fist-strap and tassel were crimson and gold mixed lace.

Now for the hat. Up to 1812 all officers wore the bicorne, and after that date majors and up retained it, while company officers went into 'stovepipe' shakos like those of their men. If you are modelling a junior officer, use the Rifleman's shako with insignia exactly as for the line infantry rankers described in previous articles.

If, as with the model illustrated, you prefer



Make the bicorne hat from a sheet of thin plastic card, as described in the text. The disc should be about 20 mm in diameter.

a field officer, you can either trim a Historex piece to size (they tend to be a bit large) or you can make your own without too much trouble. The sketch shows the shape to cut from thin plastic card; the diameter should be 20 mm. Fold each side up along the dotted lines after cementing the disc firmly to the top of the head — the small hole is purely to help you centre it. Apply cement to the inner surfaces, which will help soften the card and give you a realistically bulgy effect at the sides — remember there is supposed to be a large British head in there, not a scalped remnant! The half-circular edges should be stuck together at the very top, but try to keep a gap between the edges from about halfway down. The softening effect of the cement will also allow you to pull the front and rear bottom corners down a bit — the side view should show a 'droop' front and rear, not a straight line parallel to the ground.

This may all sound a bit tricky, but if you go slow and take care you should win in the end — if you blow it the first couple of times, all you've wasted is a bit of plastic card.

The hat should be painted matt black, or semi-gloss if it is meant to be in the waterproof cover often used. If uncovered, it should have a small black cockade — a disc of plastic card cut with radiating lines, about 2 mm across. This is fixed on the right side, rear edge in line with the back of the wearer's ear, top edge level with the edge of the hat. Paint in gold, or simulate with tiny slivers of card, a double strip of lace going from a central button in this cockade up to the top edge of the cockade.

If you prefer the covered effect, then fill in the gaps between the front and rear vertical edges, and simulate a couple of bunches of tied thongs on the top, semi-circular edge — these are placed so as to divide the semi-circular line into roughly equal thirds. In this case the cockade can be left off, naturally.

Facing and lace details of other battalions in the Peninsula will be found in the appendices of *Military Dress of the Peninsular War*, and the following colour plates will be helpful to modellers of British officers: 38, Plate 8; 43, Plate 9; 46, Plate 10 (an officer of Royal Engineers — an interesting variation, with great animation potential); 60, Plate 12; 62, Plate 13; 68, Plate 14; 93 and 95, Plate 19.

We posed our officer looking downward with an expression of wild surmise, suitable to a gentleman wondering what on earth he has just stepped in with his brand new 50 guinea St James's Street boots... 'Pon my fob, not mules again!?' The Vittoria campaign offers a more conventional but entertaining animation idea for this pose — an officer gazing delightedly at some of the enormous loot left scattered on the field by the French. A purse spilling dollars? A gold cup or candlestick, or a crucifix? A gold-mounted sword? The details are up to you; a bit of imagination can produce a really individual model. □



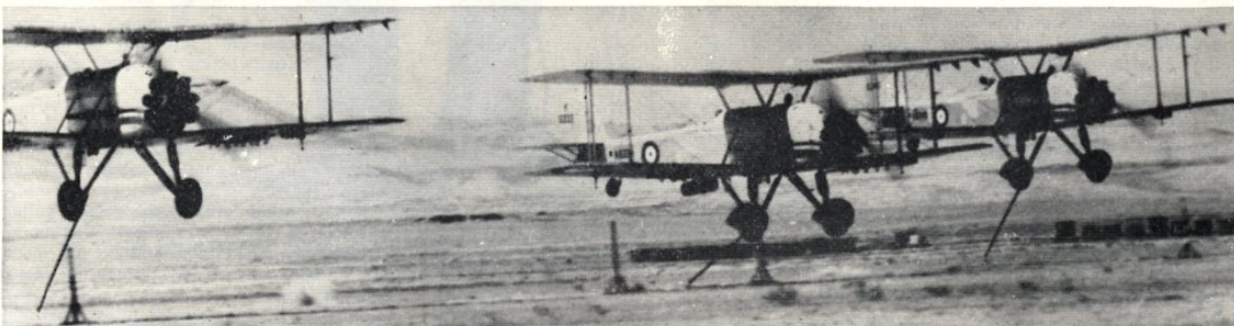
Major of the 50th Foot, made from Airfix and Historex parts, with a scratch-built bicorne hat — shown here in the taped waterproof cover often worn in bad weather.



Part 9 — adapting for army co-op

LIKE THE MULTI-ROLE combat aircraft of today, largely forced upon Services for reasons of economy, so in the early 1930s the general purpose aircraft was seen as effecting economies in Empire policing roles, able

to both perform punitive bombing and co-operation with land forces. Most of the British aircraft firms submitted tenders to General Purpose specifications and three were rewarded with production orders.



Vickers Vincent

A modification of the Vildebeest torpedo-bomber, the Vincent served only overseas in Aden, India, Egypt, Iraq and the Sudan. Appearing first in 1935, after the significant marking changes, it had the plain silvery finish relieved only by small roundels and black serials. The serial ranges were: S1714 prototype, a converted Vildebeest; K4105-4155; K4615-4619; K4656-4750; K4883-4885 and K6326-6368.

Hawker Hardy

A Hart variant, like the Audax, the Hardy general purpose aircraft was used for army co-operation work by No 6 Squadron in Palestine, No 30 Squadron in Iraq and later by No 237 Squadron in Kenya.

The prototype, K3013, a converted Hart, was followed by 47 production examples, K4050-4070, K4306-4321 and K5914-5923, all built by Gloster.

Westland Wallace

The Wallace was basically a lengthened Wapiti with a spatted undercarriage, but although a general purpose type, with potential use as an army co-operation aircraft, it was not used in this role in the usual way. Instead, it initially equipped the Auxiliary Air Force bomber squadrons, Nos 501, 504 and 608. Later production aircraft did have army connections in Anti-Aircraft Co-operation Flights, but they were not involved in direct communication.

Avro Rota

The Rota was an adaptation of the civil Cierva C30A autogyro for direct army co-

Continued on page 714

Above left Hardys of No 30 Squadron bearing the palm tree badge of the squadron on their fins. These early production machines had just left the production line when rudder striping was discontinued, and the stripes were retained in service in Iraq early 1935 (MoD H935). Left Wallace '3' (marked in disc on wheel spat) of No 2 Anti-Aircraft Co-operation Flight, fitted with a drogue winch on the port side of the rear cockpit, was a founder member of the unit in 1936 (C. E. Sergeant, MBE). Below Built to a General Purpose aircraft specification, serving in No 55 Squadron (officially classed as a bomber squadron), these Vincents at Habbaniya circa 1937 are engaged essentially on an army co-operation task picking up messages, led by K6333 (MoD H718).

Revell's new 3in1 kits offer you that bit extra...



...in every detail

Revell's 1/72nd scale 'collectors choice' 3-in-1 kits can each be finished in three different ways.

Like this sleek Focke Wulf 190.

Here it's completed as an A6/R6 variant, with under-wing "Dodel" rocket tubes for attacking large bomber formations.

But it could have been made up as an A5/U8 with bomb and drop tanks for long-range ground attack missions.

Or an A8/R1 with twin wing-mounted cannon for devastating fire power.

The choice is yours, Revell's 3-in-1 series

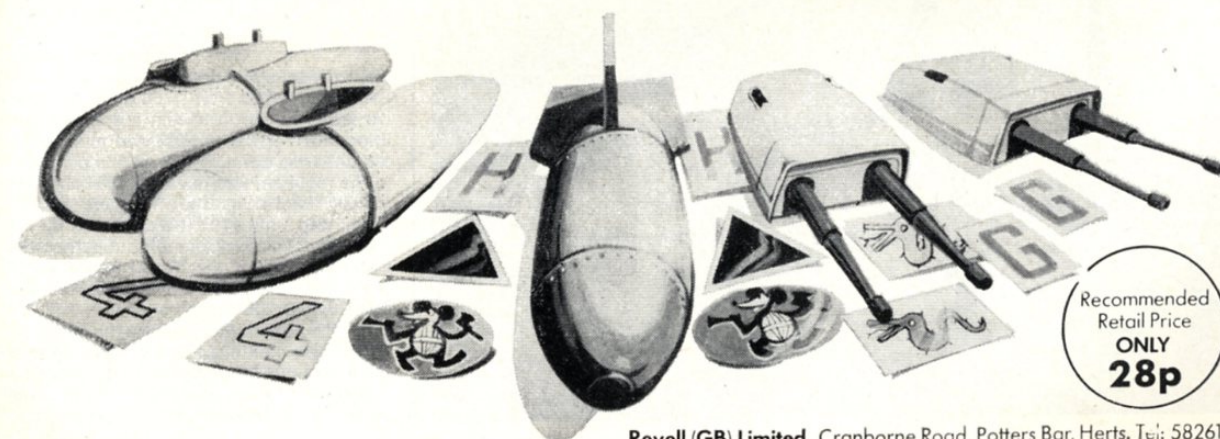
gives you what you've always wanted. More parts, more decals, more choice, to make one of three versions of the famous fighter. And to make sure you get the finish just right, there are detailed "spotter chart" painting instructions too.

So far there are eight famous fighter aircraft in the Revell 3-in-1 range. And they've all got that little extra to offer, from the tiny Fokker Triplane (as flown by Baron Von Richthoven - The Red Baron! Voss or Kemps - whichever you decide to build) to the powerful U.S. Navy Corsair, with a choice of drop tanks, bombs and rockets.

Revell's 1/72nd scale 'collectors choice' 3-in-1 kits feature eight famous fighter aircraft: FW190, ME109, War Hawk, P39-Airacobra, Thunderbolt, Corsair, Sopwith Camel and Fokker Triplane.

So choose one at your local store - today! Revell are the world's largest manufacturers of plastic hobby kits, with over 270 different models ranging from 16p to £10.95.

Revell a box full of action



Recommended
Retail Price
**ONLY
28p**

Revell (GB) Limited, Cranborne Road, Potters Bar, Herts. Tel: 58261.

Continued from page 712

operation use. Of the service production batch of ten, K4230-4239, the first and last went to Martlesham Heath for testing and the remainder served at some time with the School of Army Co-operation. Apart from K4230, which bore the Hendon Air Pageant New Types No 15, the aircraft bore no identifying markings other than their serials.

The School envisaged the Rotas being used for inter-communication, reconnaissance within our lines of communication and, under certain conditions, artillery observation. Two were painted in different camouflage with a view to examining their ability to escape detection from the air when flying low. As the antithesis of camouflage, some autogyros were painted red and others chrome, using pigments with 2½ lb distemper and ½ lb size per aircraft. Afterwards the colours were washed off. The reason for this colouring is not clear, but since the Rotas were allotted to the 1936 War Office Exercise directing staff, and red and yellow were the respective colours, it is presumed to be in this connection. In exercises, Avro Tutors were used for autogyro intercommunication work, but short as the landing run of these trainers was, it could not match the Rota and the partnership did not work.

K4237 was passed to both Nos 4 and 16 Squadrons in 1936 and had mishaps in both units, and the other squadron aircraft, K4231 that went to No 16 Squadron, hit high tension cables when the pilot came low to identify a tank column during reconnaissance for Southern Command. The Rotas were declared obsolete in 1939, but those surviving and serviceable civil ones were impressed during the war for radar cali-

Standard Rota finish was aluminium overall with roundels marked on sides, top and bottom of fuselage. The '15' is this autogyro's New Types Park number at the 1934 Hendon Air Pageant (MoD 8143D).



bration duties when these were given the standard dark earth and dark green camouflage.

Two further Rotas, K4296 delivered on floats and K4996, were for general development and experimental work.

Transports of the Army

It was seen in 1937 that Army Co-operation could well involve the use of transport aircraft either in the Command, or by utilising aircraft from other Commands. No 22 (Army Co-operation) Group carried out an exercise on June 15 1937 to gain experience in conveying supplies by air to a Tank Brigade. This Brigade was assumed to be halted for the night in the vicinity of Boscombe Down. Supplies of food, water, spares and ammunition were emplaned at Andover using bomber transports — a service Valentia, the prototype Bombay K3583 and the first Harrow K6933, which each made four flights.

The Bombay was used for a strange army co-op job in September that year, when it took Field Marshal Sir Cyril Deverell from Hendon to Warnemunde to attend the German Army manoeuvres.

Next year a supply exercise was carried out overseas. On March 16 1938, nine Valentias of No 216 Squadron at Heliopolis co-operated with the Cavalry Brigade to test the practicability of supplying the striking force of a Brigade by air and evacuating casualties. The force at Gebel Ruzza, over 50 miles to the west, was supplied with 150,000 lb of fuel, water and rations at selected landing grounds with one flight operating at night.

For the future

In the mid-Thirties, the Audax was still the workhorse of the army co-operation squadrons as related last week. A more powerful replacement was needed and this resulted in the adoption of the Hawker Hector, the last of the Hart variants and the last of the biplane fighters. Its task and markings will be the subject of next month's survey.

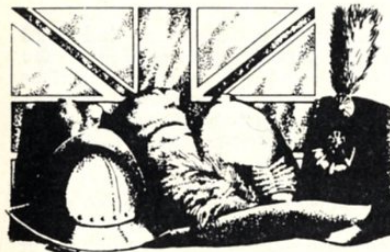


Dragoon. The details of the coat are from a painting by Morier and compare with a detailed description of a coat that was in the Zeughaus Museum. Not visible is the epaulette on the left shoulder.

THE 10TH EARL of Pembroke was Colonel of the 1st Dragoons from 1764 until 1794 and we are fortunate in having a great deal of information on the complicated 'minutiae' of the uniforms during much of this period.

The regiment was raised in 1661 and was initially known as the 'Tangiers Horse'. From 1691 until 1751 it was known by the name of its various Colonels but carried the additional title of the 'Royal Regiment of Dragoons'. From 1751 it became the 1st, The Royal Dragoons.

For the period under review the regimental uniform continued to be red faced with the ubiquitous 'royal' blue with gold lace for officers. The earliest pattern of regimental button is not known but it is likely that they



The Royal Dragoons c 1767 by Bryan Fosten

comprised a gilt (officers) or yellow metal (other ranks) button with a horseshoe, ends down, with '1D' within the hoop. The order of September 21 1767 directs that for all Dragoon Regiments the number of the regiment was to be marked on the buttons.

The three cornered black hats were worn with the front corner or 'cock' over the left eye. The hats were bound with broad 'scolloped' gold lace for the officers and they had crimson silk and gold cords and tassels which hung out of the two side corners of the hat. The hat had a pleated black silk cockade retained by a thin black cord and a gilt button.

The Sergeants' hats were also edged with a broad scolloped gold lace and had scarlet and gold tassels. The Corporals' hats were edged with a similar scolloped gold lace but of narrower width and they also had scarlet and yellow silk tassels. The Troopers wore similar hats but with a skimpy gold lace binding and with scarlet and yellow woollen cords and tassels. The Trumpeters and the Band of Music had gold cords and tassels but where the Trumpeters had a gold scolloped lace binding to their hats the musicians appear to have had plain black hats with a fringed cockade loop.

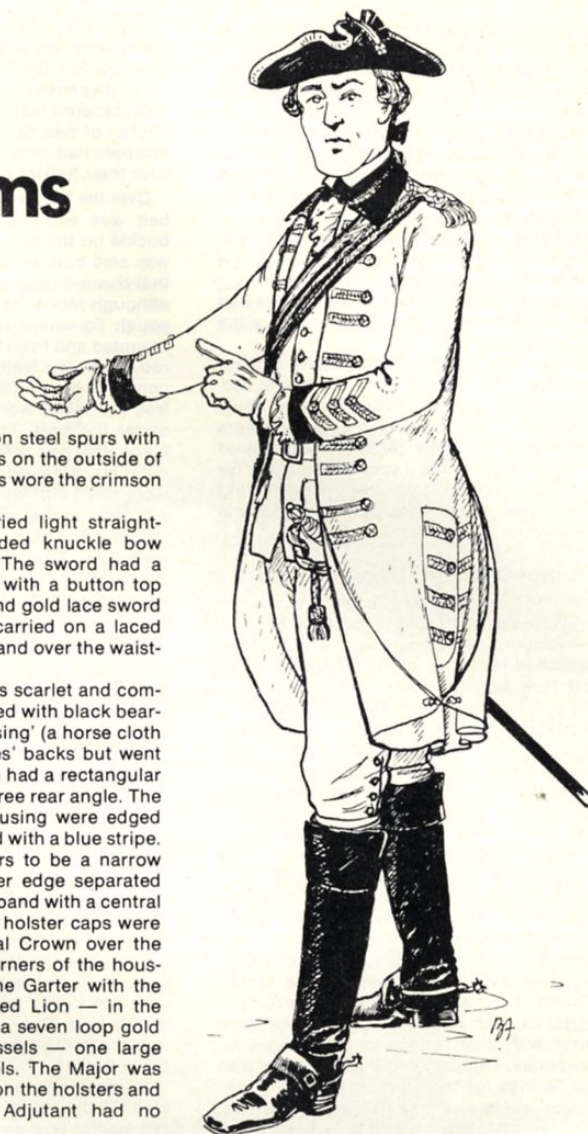
The Officers' coats were made of fine scarlet cloth and had pairs of gold square-ended loops down each front decorated with buttons at the end of the loop furthest from the coat edge (ie, the coats were single-breasted). There were probably four pairs of loops on each front but this is not very clear from contemporary paintings. On the left shoulder the officers wore a small gold epaulette made from a plaited gold lace strap with short dependent fringing. The coat had a narrow folded-down blue collar and similarly narrow 'V' topped blue cuffs.

Above each cuff the sleeves were decorated with two pairs of square-ended gold lace loops in chevron form with a regimental button at the centre of each, the lowest loop directly above the cuff. There were two further pairs of similar chevron-shaped loops in each coat skirt, also centred with gilt buttons. Following the usual fashion of the time there should be two pairs of square-ended gold loops on each side of the back vent.

Officers wore white waistcoats and white breeches with small black horn buttons up the outside of each leg. Over the left shoulder a crimson net silk sash was worn with dependent tasselled ends on the right hip. Black boots with three inch cuffs covering the knees completed the uniform dress.

british army uniforms

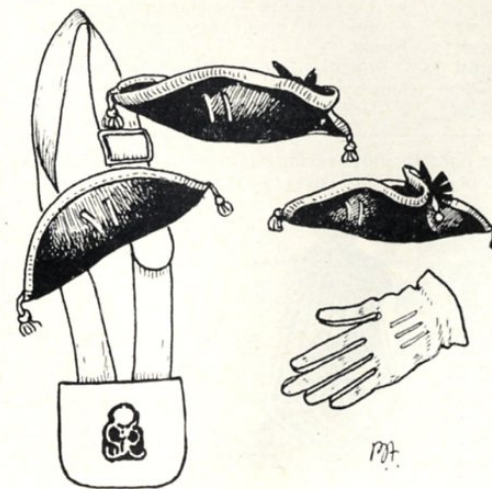
1660-1900



The boots had buckled-on steel spurs with small rectangular buckles on the outside of each foot. Quartermasters wore the crimson sash around the waist.

The field officers carried light straight-bladed swords with gilded knuckle bow guards with gilt shells. The sword had a large gilt apple pommel with a button top and had a crimson silk and gold lace sword knot. The weapon was carried on a laced waistbelt under the coat and over the waistcoat.

The horse furniture was scarlet and comprised holster flaps capped with black bear-skin flounces and a 'housing' (a horse cloth which covered the horses' backs but went under the saddles) which had a rectangular front corner but a 45 degree rear angle. The holster caps and the housing were edged with regimental lace, gold with a blue stripe. In effect the lace appears to be a narrow gold band near the outer edge separated from a much wider inner band with a central blue 'light' or stripe. The holster caps were decorated with the Royal Crown over the 'GR' cypher. The rear corners of the housing had a crown over the Garter with the Royal Crest — a Crowned Lion — in the centre. The Colonel had a seven loop gold knot over three gold tassels — one large between two small tassels. The Major was ordered to have a tassel on the holsters and the housings and the Adjutant had no tassels.



Above Field officer from a portrait of the Earl of Pembroke. Left Three views of the hat with the tassels more in evidence than in earlier periods. Also shown are the pouch and short glove.

The coats of the other ranks were similar in cut to the officers'. Linings were changed from blue to white in 1766 and the skirts were folded back to show these for all ranks.

Sergeants Collar and cuffs trimmed with a narrow gold lace. Gold half width lace on the fronts, skirts, rear and on the sleeves. A copper-tinsel silk knot and cord on the left shoulder. Blue sash.

Corporals Coats decorated like the sergeants' but with yellow silk and a yellow silk knot and cord on the left shoulder.

Troopers The coat lace was yellow worsted and the shoulder knot and cord made of the same material.

Farriers The coats were the same cut but blue faced with scarlet and worn with red, later white, waistcoats and coarse 'shag' breeches. For working leather aprons were worn together with plain three-cornered hats but for parades a special low black fur cap with a semi-circular front plate bearing as a device a horseshoe with a hammer and tongs.

Trumpeters and Band of Music

In 1767 Dragoon Regiments lost the last attribute of their old 'mounted infantry' association and discarded the regimental Drums in favour of cavalry Trumpets. The first Trumpeters' uniform, and no doubt also the uniform for the Music, was white with scarlet facings and, initially, with scarlet hanging sleeves and wings. White waistcoats with scarlet facings and white breeches. In addition the Trumpeters had regimental lace, yellow with a blue stripe, on their uniform coats. Trumpeters wore gold laced hats with blue feathers and the Musicians plain black hats but with gold tassels and fringed loops and blue and red feathers. The Musicians' coats were trimmed with gold half lace.

Frocks In addition to the full dress coats the regiment were issued with coarse kersey frocks for everyday wear when in barracks and when training. These were white with blue facings for the Sergeants, Corporals, Troopers and the Music and with red facings for the Trumpeters. The Trumpeters' coats also had red wings. Farriers, for practical reasons, had blue frocks with scarlet facings.

The horse furniture of the Sergeants was scarlet with yellow regimental lace but with a broad blue 'light' and with copper-tinsel embroidery. The Corporals' furniture was similar but with yellow silk embroidery.

Troopers and Farriers had to suffice with yellow worsted lace and wool embroidered devices. For the Farriers the holster caps were dispensed with and replaced with deep tapered leather 'churns' covered with 'muffs' of bearskin or goatskin. NCOs and troopers had small white goatskin flounces over their holster caps.

Over the left shoulder a broad buff leather belt was worn with a large open brass buckle on the breast part. The pouch itself was also buff leather and there is evidence that these were coloured with yellow ochre although Morier shows them white. On the pouch lid was a large brass fret-cut 'GR' mounted and fixed to the lids over a piece of red Moroccan leather. The sword was suspended from a buff leather waist belt with a frog which was worn over the waistcoat, but under the coat. The sword had a straight blade and had a full steel basket hilt. The other ranks' sword knot was white. All ranks wore short buff leather gloves.

Cloaks were red lined blue with a turned-down blue collar and laced loops on each front. They were carried rolled behind the saddle blue side out and no doubt, in the case of NCOs and Troopers, they were used to carry some of the men's necessities in the absence of valises.

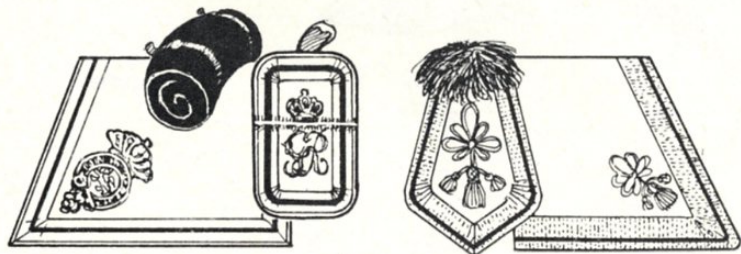
Bridles were polished black leather, rather narrow for heavy cavalry, with brass (gilded for the officers) buckles, tips, etc. There were red rosettes on the brow band and cruppers and the officers had their horses' manes plaited. The horses' tails were left long.

The carbines were carried butt down in buckets suspended beneath the right side holster cap and in some cases it seems the barrel of the weapon was attached to the pouch belt by a swivel under the rider's arm. On the march picket poles were strapped to the carbines. Farriers carried axes and the Trumpeters and the Musicians are likely to have carried scimitar-bladed swords which were 'de rigueur' in most cavalry regiments of the time. They were mounted on greys, but the remainder of the regiment used black horses.

Guidons were as previously described but by 1767 the standard belts were faced with regimental lace and covered on the march with green baize. The standards were also covered with green baize cases with brass heads.

Principal instruments of the Band of Music were Fifes, a Bassoon, French Horns, a Clarinet and a Concert Horn. □

Housing and holster cap of a field officer, right. On the left is the housing and holster cap of a trooper from Morier's picture. He does not show the fur cover to the holster caps.



IN THE DECEMBER 1972 issue of *Airfix Magazine* Richard E. Gardner described the Defender concept with its various roles and gave basic details for the conversion of the Airfix kit of the Britten-Norman Islander. Since then orders have been received for production machines from the Malagasy Republic (formerly the French colony of Madagascar) and the Sultanate of Oman at the south-eastern tip of the Arabian peninsula. Many other Air Forces all over the world have bought Islanders as transport or photo-survey aircraft, including the air forces of Abu Dhabi, Ghana, and Mexico, the Defence Forces of Guyana, Israel and Jamaica as well as the Royal Hong Kong Auxiliary Air Force.

Defender development

The basic Islander airframe has proved to be very adaptable as shown by the development of the three-engined version known as the Trislander. Variants that have appeared on the drawing board include ski- and float-equipped versions and, also, retractable undercarriage and seaplane developments. It was no surprise, therefore, when a military variant appeared at the Paris Air Show in May 1971.

This first Defender started as a basic Islander, registered G-AYTS, which was flown from the production line at Bembridge to Ford for conversion by F. G. Miles Engineering. It was equipped with four underwing pylons, nose mounted radar and the necessary holes in the port fuselage side for the sideways firing machine-guns. It was camouflaged in sand and dark earth on the upper surfaces and sand on the under-surfaces. In November its 260 hp engines were replaced by 300 hp ones and it was delivered to Heli Orient at Singapore for demonstration to several Far Eastern Air Forces. It was re-registered 9V-BDT and eventually sold in Indonesia with all military equipment removed.

The second Defender demonstrator was converted from a Romanian-built Islander, G-AYXE, in time for the Farnborough Air Show in September 1972. It had similar modifications and camouflage scheme to the first one except that the undersurfaces were painted black. It was converted back to an Islander in early 1973 and delivered to Aer Arran in Eire.

It wasn't until 1974 that deliveries of production aircraft were made and the first went to the Malagasy Air Force in March. They have an option to buy at least one other machine. Some time before this, however, an Islander was delivered to a fishing company in Gabon on the West Coast of Africa with two Defender-type underwing pylons carrying long range tanks. Its endurance of 15 hours is utilised to the full during its fish-spotting patrols.

The Defender hit the headlines when the Sultan of Oman's Air Force ordered eight as a replacement for its Beavers. An Islander was first demonstrated in Oman and neighbouring countries in May 1971, though they had been in service in nearby Abu Dhabi since 1969.

The eight Defenders are being equipped with comprehensive radio and navigation

AIRFIX magazine

The Sultan's Defenders

Modelling the Sultan of Oman's Defenders from the Airfix Islander by Keith Palmer

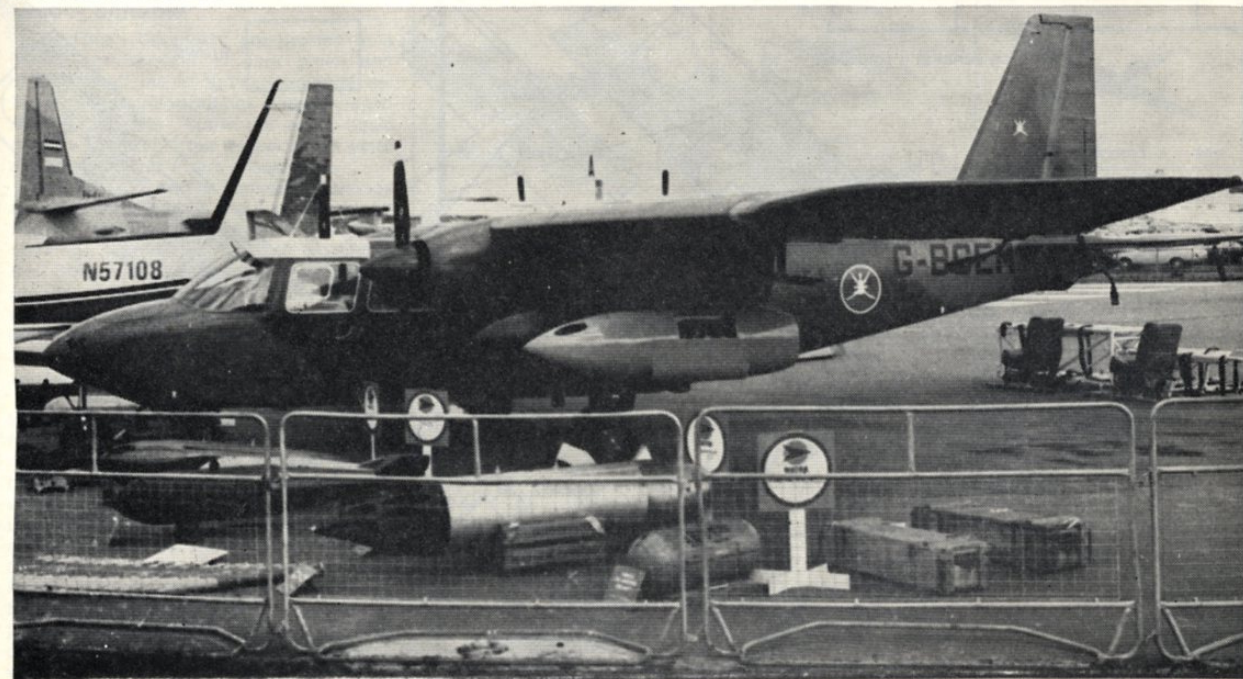
aids and will be used mainly in the troop transport, supply and casualty evacuation roles. In addition to the normal seating supplied with each aircraft, three sets of VIP interiors and five sets of ambulance interiors are being delivered. It only takes a few minutes to change the interior layout to suit another role.

In spite of the warlike appearance of the machine displayed at the Farnborough Air Show in 1972 the Defenders for Oman are not being fitted with any armament capability, unlike the machine delivered to the Malagasy Air Force. The aircraft were delivered at roughly monthly intervals between August 1974 and April 1975, and are now in service with No 5 Squadron.

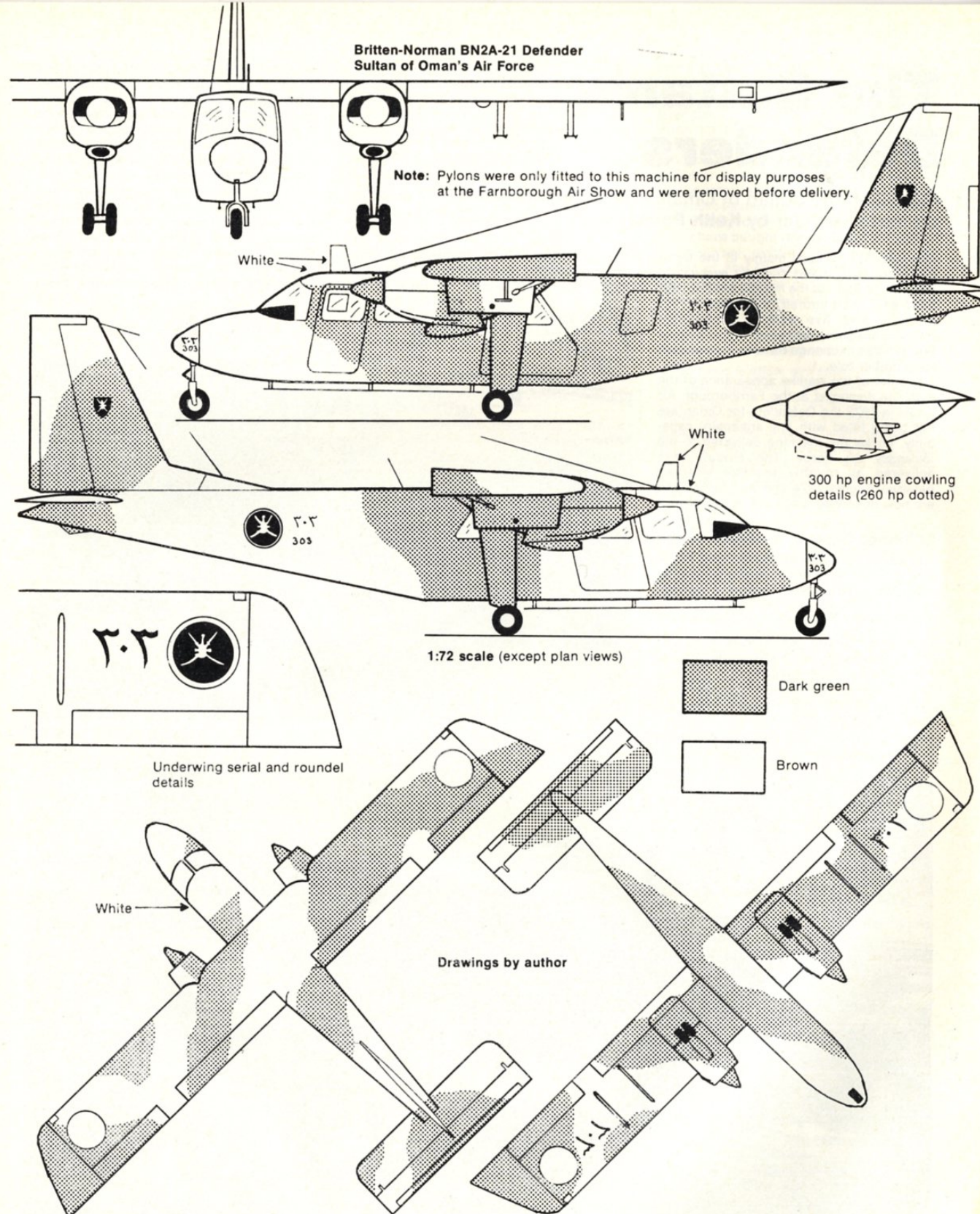
Sultan of Oman's Air Force

It was in 1958 that the Sultan's Air Force was formed, with British assistance, and its equipment comprised piston Provosts,

Two views of Oman Defender, serial 303, at the Farnborough Air Show in September 1974. The British civil registration G-BCEM does not appear on the service aircraft, and similarly the wing pylons shown here were fitted just for the air show.



shape of 12 BAC Strikemasters. A political crisis was precipitated by the former Sultan's lack of response to the changes created by the oil revenues and the present Sultan, Qaboos bin Said, seized power from his father in 1970. This resulted in an expansion programme for the Air Force and deliveries have included Caribous, Viscounts, Skyvans and various Agusta-Bell helicopters. Recent orders, in addition to the Defenders, have included more Strikemasters and Skyvans, three BAC One-Eleven 475s and a dozen Jaguar International. This small force is currently involved in a guerrilla war with rebel forces



in the Dhofar Province in the mountainous south-west of the country.

Modifying the Islander kit

Very few modifications are required to convert the Airfix kit of the Islander into a Defender. The kit is basically accurate for the BN2A-9 and BN2A-27 versions of the Islander and Defender with 260 hp engines, but the raised detail is a bit exaggerated and should be reduced, particularly the raised strengthening on the fuselage.

Since all the Defenders for Oman are of the BN2A-21 version with the more powerful 300 hp engines, some changes are required to the cowlings as shown in the drawings. First assemble the engines, except for the propellers, and, when the glue has hardened, cut off the air intakes with a razor saw or sharp knife. Fill the resulting hole with plastic card and body putty.

Extend the cowlings using thin plastic card and, when this has dried, reduce the size of the air intakes and glue back in their new positions. The bulges on the cowlings sides should then be built-up using body putty.

Due to the comprehensive avionics fitted, quite a number of aeriels appear on the outside of the aircraft. Most noticeable is the large white blade aerial which is above the cockpit and slightly off-set to port. Others include two ADF aeriels under the fuselage and a wire stretching from above the cockpit to the fin.

No pylons are carried on the Defenders delivered to Oman (those on the machine at Farnborough were for display purposes only) but are shown on the drawings so that anybody wishing to model one of the Defenders with pylons has their shape and position. Standard and VIP interiors are included in the Airfix kit.

Colour scheme

The Oman Defenders are painted in a camouflage scheme of dark green and brown overall, including the undersurfaces. There are slight variations between each aircraft but they follow the same basic pattern. The roof above the cockpit is white and the paint has a semi-gloss finish.

The red and white national markings appear in six positions and a similar shield-shaped marking appears on the fin. The markings supplied in the Airfix kit of the BAC Strikemaster can be used but the wing roundels are a trifle small. It would be more accurate to modify some Japanese roundels (this has to be done anyway with the fuselage roundel since the Strikemasters do not carry any).

The serial number appears in small letters, in both Arabic and English, on the fuselage ahead of the roundel and on the nose cone. It also appears in larger letters, but only in Arabic, beneath the wings. The underwing serials in the Strikemaster kit are the right size and could quite easily be altered to read 304. The serial numbers on the Oman Defenders run from 301 to 308. British civil registrations were carried in black on the rear fuselage and below the port wing, but were removed before delivery. Propellers are black with red/white/red tips in the current RAF style. □

ARGYLE MODELS

041 248 6686

BRITAIN'S LEADING
MODEL SPECIALISTS247 Argyle Street
Glasgow G2 8DL

AIRMODELS FROM ARGYLE

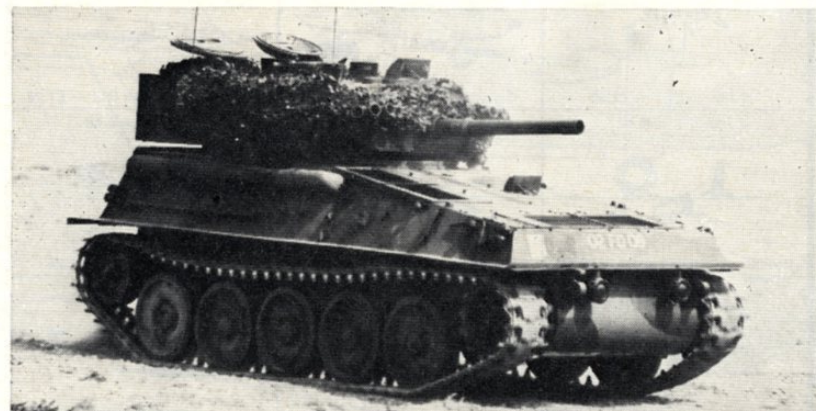
New Complete Kit No 182 JU287 — £2.50	New Complete Kit No 180 Blackburn Firebrand — £1.15	New Complete Kit No 183 Convair Sea Dart — £1.25
New Complete Kit No 206 Fairchild Provider — £3.60	New Complete Kit No 192 Lockheed Jetstar — £1.99	New Complete Kit No 162 Heinkel 46 — £1.20
New Conversion No 271 SF109H-BF109Z — 90p	New Complete Kit No 194 JU388L, K, J — £1.15	New Conversions Catalina Corsair II No 305 Skyhawk TA-TF — £1.15
New Complete Kit No 169 Heinkel HE119 — £1.25	New Complete Kit No 161 NA Savage — £2.50	New Conversion No 159 Vickers Valiant — £1.25
Complete Kit No 155 Blohm & Voss 222 — £4.50	New Conversion No 218 Tandem Wing Lysander — 90p	Complete Kit No 152A Lockheed U-2 — 95p
Conversion No 201 Junker JU87A — 60p	Complete Kit No 200 Focke Wulf TA154 — £1.50	Conversion No 153 Vertol A21 — 70p
Conversion No 152 Douglas B-18 — 95p	Complete Kit No 154 F3D-2 Skynight — £1.10	Conversion No 131 Convair TF-102 — 50p
<p>New Decal List — 10p</p> <p>New Airmodel List — Large S.A.E.</p> <p>All enquiries please send S.A.E.</p>		
<p>Courteous 24 Hour Service</p> <p>Money Back Guarantee</p> <p>Satisfaction</p> <p>Postage 5% (minimum 10p)</p> <p>Overseas 20% (excess credited)</p>		
<p>NEW AFV CONVERSION</p> <p>No 505</p> <p>SDKFZ 232 — 49p</p>		



in the field

Terry Gander and Chris Foss

The Royal Armoured Corps on display



EVERY SO OFTEN various units of the Armed Forces give displays of their equipment and capabilities to the rest of the Service arms and NATO forces. At the beginning of May the Royal Armoured Corps were hosts to British and European service personnel and laid on a most impressive display of their equipment and firepower at their home bases of Bovington and Lulworth. Gallows Hill was the site of a mobility display while later in the day the Lulworth ranges were used for the firepower demonstration.

The mobility display was begun in a very pleasant fashion by the appearance of two troopers attired in 1914 uniforms and equipment mounted on the Mark 1 horse. They went across the arena at a good pace and were thereafter followed by the entire range of RAC vehicles and equipment. Scimitars and Scorpions scurried around the various slopes and ravines, Chieftains dashed along in clouds of dust, a Centurion and a Saracen appeared to give a comparison of how things once were (not so very long ago), and Royal Artillery mobile guns trundled across the arena. A battle set-piece was laid on along with the usual feature of a Chieftain bridgelay spanning an imaginary river, and after that two missile-armed Scout helicopters gave a brief spirited display and ended off by flying under some

Continued on page 722

Top of page In the beginning . . . Top left Scorpion. Left Note that this Scimitar does not have the forward dust shields over the track. Below Chieftains.



New 1:12 scale accessories by



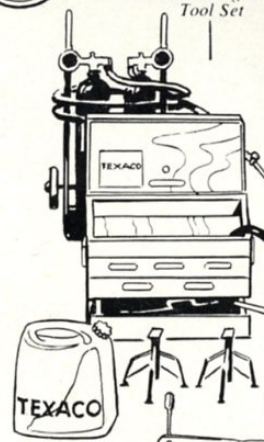
Motor Racing Team
Mechanic
Enging Tuning

Motor Racing Team
Mechanic
Wheel Changing

NOW! TEAM MANAGER PIT CREW DRIVER & TOOLS IN 1/12 SCALE



Motor Racing Team
Tool Set

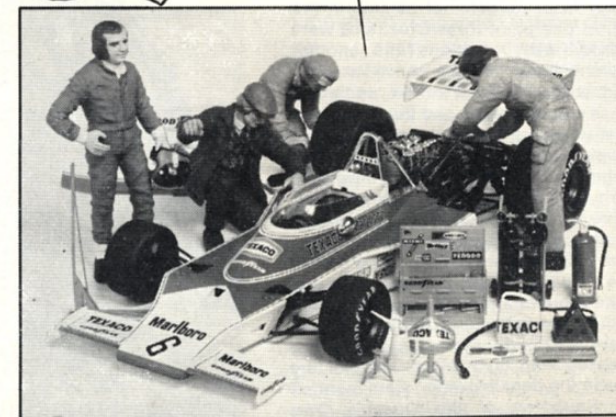


Motor Racing Team
Manager
Instructing Driver



Motor Racing Team
Driver

And here is the complete series
showing the super-realism which
may be achieved!



FIRST TIME ever — you can now add a complete pit crew plus their tools to your collection of 1/12 scale racing cars. Bodies are sectionalised for most realistic positioning of arms and feet. Full colouring instructions are included and decals to make a John Player Team Lotus, Elf Team Tyrrell, Marlboro Team Texaco or Ferrari S.E.F.A.C., crew. The new Yardley McLaren kit also contains decals for the Motor Racing Team.

FANTASTIC TOOLS! To finish off this fantastic series you can also buy, in correct scale, the tools of your pit crew. Sixteen beautifully moulded items, including tyre inflation gas bottles and their trolley and a rapid car jack to name but two of the wonderfully realistic range of tools. See them in your model and hobby shop NOW — we are sure you won't come away without the complete set! Price 70p each.



RICHARD KOHNSTAM LTD., 13-15a HIGH STREET, HEMEL HEMPSTEAD, HERTS.



Top M107 175 mm self-propelled gun with barrel wrapped in netting. Right M109 155 mm self-propelled howitzer. Note that the turret machine-gun is a 7.62 mm Bren. Bottom A Stalwart leaving the water tank.

Continued from page 720

electricity lines suspended from pylons. After a final line-up and salute the mobility display ended giving a chance to view a very comprehensive static display and a visit to the inimitable Tank Museum before the firepower show in the afternoon.

The Lulworth Ranges took a fair old pounding during the course of the next part of the display as Foxes, Scimitars and Scorpions blazed away at hard targets (mainly old ex-Belgian M-47 tanks) and moving targets. The Scorpion showed off the lethality of its canister round designed for use against infantry in the open or behind soft cover at close ranges. But the main star of the show was undoubtedly the Chieftain main battle tank. The lethal firepower of its 120 mm main armament was demonstrated over and over again against hard targets, using both the ranging machine gun and the newer laser rangefinder as aids in fire control. At one point three Chieftains were firing from static positions and another three were firing on the move as they trundled across in front of the audience. The noise was deafening and the effect on a varied number of targets was shattering. Even allowing for the long hours of practise and rehearsal, along with the inevitable familiarity of the terrain, the speed at which the crews could pick up and cope with a variety of targets was most impressive.

As the noise died away the display ended and the crews gathered to clear the guns, clean the vehicles and then take a breather. They put on a very fine and interesting show and they have good reason to look back and feel pleased with themselves. Most of the vehicles in the demonstration were manned by 'C' Squadron of the Queen's Own Hussars, with support vehicles manned by the Royal Engineers and the Royal Artillery.



squadron codes and colours 1939-1956



By Michael J. F. Bowyer and John D. R. Rawlings

KR 1667 Heavy Conversion Unit
For details see under GG.

KR 61 OTU (c)
For details see under HK. Letters used on Spitfire IIs, IXs, XVIIs, eg KR:L-TE382, Mustang IIIs, eg KR:C-FX993, Master IIs and Harvard 2bs.

KR 226 Operational Unit (c)
Formed in 1947, moved to Stradishall August 1949. Used Vampire FB 5s, eg KR:F-WA112, and Meteor Mk 4, 7, and 8. Moved to Chivenor 1955 and still coded KR on disbandment June 1 1955. Examples of Meteors: Mk 4 KR:C-RA489, Mk 7 KR:D-WH250, Mk 8 KR:L-WK855, and KR:R-

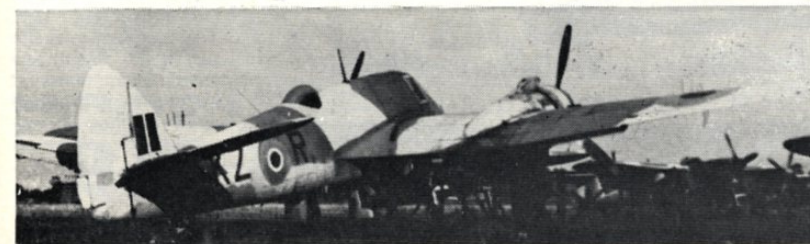
WF644 which was camouflaged and had black codes.

KS Station Flight
Tarrant Rushton (c)
Allocation confirmed, no details of use known.

KT Identity not known
A Stirling IV LK603 is reported as being coded KT:K. It served with 1660 CU between August 1944 and February 1945.

KU 47 Squadron (c)
Letters used from September 1939 to October 1942 on Wellesleys in East Africa, eg KU:O-L2695. Beauforts received in October 1942 were uncoded, but use was again made of KU coding on Mosquito VIs

Below Wellington III KW:E-X3763 lost on operations April 14/15 1943. Bottom Beaufighter VIF KZ:R of 287 Squadron.



during the closing months of the war as on KU:Y-TE650.

KV 53 OTU (c)
Opened at Heston in 81 Group on March 11 1941, the OTU used Spitfires. Moved to Llandow July 1 1941, and Rhosce opened as a satellite station on April 7 1942. Moved to Kirton in Lindsey May 17 1943 with Caistor and Hibaldstow as satellites. Training ceased at the OTU on May 15 1945.

KW 615 Squadron (c)
Letters used from September 1939 to disbandment September 25 1945. First used on Gladiators, eg KW:R-N2304. Began to get Hurricanes in April 1940. Used Mk 1s, eg KW:P-V7300, Mk IIAs, eg KW:M-Z2703 then Mk IIbs July 1941-1942. To Far East March 1942 where KW remained in use on Hurricane IIs, Spitfire Vcs and VIIIs and Thunderbolts, eg KW:D-KL856. Disbanded June 10 1945, then No 135 Squadron became 615 and disbanded September 25 1945.

KW 427 Squadron (c)
Formed June 25 1942 at Dishforth and took over KW vacant coding. Equipped with Wellington IIIs between July and October 1943, eg KW:N-BK333. To North Africa May 1943 and soon after was using Wellington Xs, eg KW:W-LN440. After returning to the UK in October 1943 the squadron equipped with Halifax IIIs, kept until May 1945, eg KW:J-LW417. Lancasters used May-June, eg KB934. Disbanded September 5 1945.

KW 267 Squadron (c)
Reformed at Heliopolis August 19 1940. Used Hudsons for transport duties, eg KW:S-FK507, Ansons, Lysanders, eg P1992, Lodestars, eg AX685. Codes given up in 1942 before Dakotas were received.

KX 311 Squadron (c)
Formed July 1940 in 3 Group with Wellington 1as, 1cs, eg KX:M-R1410, and transferred to Coastal Command in April 1942 when codes were given up. Later coded PP.

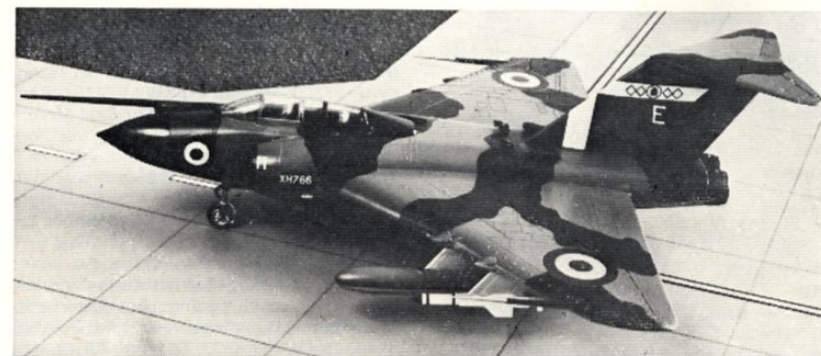
KX 529 Squadron (c)
Formed from 1448 Flight at Halton June 15 1943 using Cierva C30A autogyros, eg KX:F-K4233. Moved to Henley August 19 1944. Also had been using Hornet Moths, eg KX:W-5754 (in use October 1943 to October 1945). Received Hoverfly 1s in 1945, eg KX:R-KK993. Disbanded October 20 1945.

KY 305th Bomb Group USAAF (c)
Letters used by the 366th Bomb Squadron December 1942-May 1945 on B-17s.

KY 242 Squadron (c)
Reformed Stoney Cross November 15 1944 as a transport squadron with Wellington XVIIs and Stirling Vs, eg KY:A-PK152. Gave up Stirlings in favour of Yorks before moving to Oakington in May 1946. Yorks included KY:A-MW328. Letters given up in 1948.

KZ 287 Squadron (c)
Formed from 11 Group AAC Flight at Croydon in November 1941. Used a wide variety of aircraft on anti-aircraft co-operation duties, eg Lysander 2s and 3s, Hurricane IIs, Tempest Vs, eg KZ:R-JN764, Oxford KZ:D-HN164, Beaufighter VIF KZ:F-V8159, Defiants, eg N3338, T4035, Spitfire Vs and XVIIs, eg KZ:A-TB625 and Martinet KZ:B-MS528.

NEW kits and models



Frog Javelin

THE GLOSTER JAVELIN is one of those aircraft which captured the imagination of all who saw it and became associated with it. Although it would not be right to lay any claims of outstanding service to this huge fighter, there was a certain magic about its shape, noise and development that makes its neglect by the kit manufacturers hard to understand.

Apart from two rather poor — by modern standards — examples issued by Hawk and Frog several years ago, the Javelin has been somewhat out in the cold. That is, until now, when Frog have done the 'Beast' proud with a very fine kit.

The aircraft concerned is the FAW9 with alternative parts for the 9R plus two sets of decals for aircraft of No 64 and No 5 Squadrons.

Construction follows the method used in

the early Frog kits with fuselage halves being split along their horizontal rather than vertical axis. The heavy rivets that marred the early kits have vanished to be replaced by some very fine panel lines that require very little sanding to bring them into line. (Pun intended!)

The only comment that this reviewer would make is that the nose seems a little short but this is marginal and in no way detracts from the overall appearance of the model.

The wheels are superbly detailed as are the weapon pylons and weapons. The ejector seats could be better, but then if everything was just so what would there be for the super detail fanatics to turn to?

Unfortunately 'Mutt and Jeff', our favourite Frog aircraft, put in another appearance, but this will worry very few modellers. Overall a worthy effort and the basis of many a conversion to earlier marks. (This review originally

appeared in the May-June 1975 issue of *IPMS Magazine* and is reproduced by kind permission of the editor.)

Contrail B70

SUTCLIFFE PRODUCTIONS, Westcombe, Shepton Mallet, Somerset, regret that due to an error in mould making the B70 kit as advertised in the June issue of *Airfix Magazine* is 1:96 scale and not 1:72 scale. The kit has now been withdrawn. A true 1:72 scale kit is now being tooled and all customers who have purchased the incorrect scale kit will be supplied with the replacement kit as soon as available.

Modeldecals Sets Nos 27 and 28

THE CONVERSION article covering the Canberra, published in the April edition, mentioned that Modeldecals would be releasing a sheet giving markings for the T4 that was featured in the article. This is now available and has certainly been worth waiting for.

The T4 features on set 27 which also includes markings for a Phantom FGR2, Buccaneer and a Hunter T7.

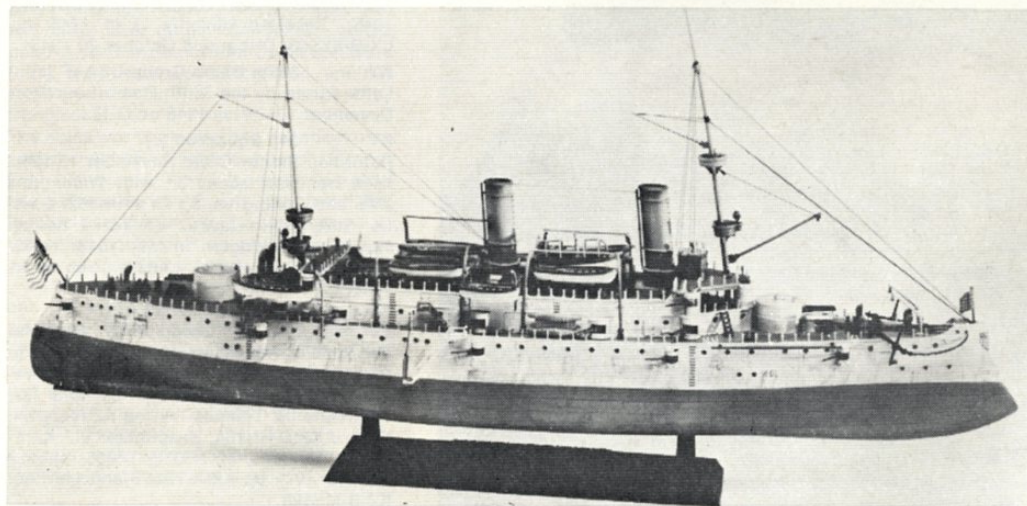
The standard of these sets of markings reached as close to perfection as is possible some time ago, so it is now only sufficient to say that the latest offerings are equal to previous ones. Any reviewer will find it hard to find a more fitting accolade.

The register is perfect, the colours correct and if anyone still believes that the stencil markings are merely suggestions, let them take a magnifying glass and read them!

The Canberra T4 is in fact the machine of 231 OCU that appeared in the previously mentioned article, and one set of Hunter markings can be used to finish the model in the same red/white/grey trainer scheme. This machine being one from 4 FTS, the markings for this aircraft can also be used to depict it when it was with 56 Squadron in 1962. The Phantom is from 111 Squadron and the Buccaneer belongs to 208 Squadron based at Honington.

Set 28 includes markings for a Canberra

Continued on page 726



Top of page Frog Javelin. Left One of the nicest warship models for some time, Revell's new kit of the cruiser USS Olympia — flagship of the squadron which destroyed the Spanish fleet in Manila Bay on May 1 1898 — features a wealth of small detail and makes an unusual and extremely attractive addition to any collection. Price is £2.35.

MODEL TOYS

PLASTIC KIT SPECIALISTS — ASSOCIATE MEMBER I.P.M.S.

MODELDECAL DECALS

1/72 SCALE

All listed sets available:
1: BAC Lightning Mk. 1A, 2 and 6 (six alternatives in RAF service).
2: F.4 Phantom (VMFA-531, USMC; 497th TFS, USAF and 767 Sqn., RN.).
3: N.A. F-100D Super Sabre (four alternatives in USAF service).
6: U.S. Navy (F4U-1A Corsair, VF-17; SB2C-3 Helldiver, VB-7; OS2U-3 Kingfisher, 7: RAF Hunter F.6, 14 Sqn.; Phantom FGR2, 6 Sqn.; Meteor F.4, 63 Sqn., and Harrier GR.1 Sqn.).
10: USAF-S.E. Asia (RF-101C, F-105D, A-1H and EC-47N).
11: F-102A, 460th FIS, USAF; Harrier GR.1, 4 or 20 Sqn. RAF, Sabre 6, 430, Sqn RCAF and alternative RCAF Sabre fin emblems.
16: USAF-S.E. Asia (2): F-4E Phantom, 34TFS, 288TFW, Cessna 0-2A 23 TASS, AC-47 Skyhawk, 805 Sqn., RAN, and A-4K squadron markings for 75 Sqn., RNZAF.
17: T-33, RCAF; F-35 Draken, 725 Sqn., Danish Air Force; Mosquito FB.VI, 4 Sqn. RAF.
18: Royal Navy—Post War: (Gannet 4 COD, Sea Hawk F.I., 898 Sqn., Wessex Mk. I, Ark Royal, and Avenger 6, 831 Sqn.).
19: West German Air Force and Navy (RF-4E Phantom, AG51 or 52); F-84F Thunderstreak, Jabo 33; RF-84F Thunderflash, AG51; Sea King Mk. 41.
20: H.S. Buccaneer S.2's, 800 and 809 Sqn., F.A.A.; NF-5A, Freedom Fighter, 314 or 315 Sqn., Dutch Air Force, and L-20A Beaver, 334 Sqn., Dutch Air Force.
21: A-4E Skyhawks VMA-311 VA-94; A-4F Skyhawk, VA-164, AD-4 Skyraider, VA-65.
22: A-7D Corsairs, 356 TFS, 354 TFW., and 40 TFS, 355 TFW., with alternative decals for 357 TFS, 355 TFW., T-33A, 50 TFW., and F-86A Sabre, 116 FIS.
23: Phantom F.G.1, 43 Sqn., Harrier G.R.1A, 3 Sqn., Lightning F.2A, 92 Sqn. All RAF CF104 Starfighter 421 Sqn., C.A.F.
24: RAF Hunter F.6, 79 Sqn. Phantom F.G.R.2 41 Sqn. Sea Venom F.A.W.21 809 Sqn. Sea Venom F.A.W. 21 890 Sqn. F.A.A. Wyvern S.4, 831 Sqn. F.A.A.
25: Lightning F.2A, 19 Sqn. Canberra B(1)8 16 Sqn. Harvard T.2B, 500 Sqn. Hunter FGA.9, 45 Sqn. All RAF.
26: Buccaneer S.2, 19 Sqn. Hunter FGA.9, 58 Sqn. Canberra B.2 10 Sqn. Gazelle H3T C.F.S., All RAF, R.N. Gazelle HT2.
27: Canberra T4, 231 OCU, RAF, Cottesmore 1974, Hunter T7, 4 FTS, RAF, Valley 1973 (or 56 Sqn. 1962), Phantom FGR2, 111 Sqn. RAF, Coningsby, 1974. Buccaneer S.2A, 208 Sqn. RAF, Honington, 1974.
28: Canberra E15, 98 Sqn. RAF, Cottesmore, 1974, Hunter T8, 764 Sqn. FAA, 1964. Lightning F.2, 29 Sqn. RAF, Waddington, 1971; Jet Provost TS, 3FTS, 'The Swords', RAF Leeming, 1974. (Serials provided to make any one of Team)

'MODELDECAL' style fully illustrated instruction sheet, ... locations and full colour scheme details, is included with all Modeldecals decals, and commencing with set No. 17, a selection of photographs is also included.

PRICES: Sets 1 to 16 38p each Postage on all decals: up to 2 sheets 12p, 3 and over 15p UK Rates.

ITALAEREI A/C KITS		HASEGAWA AFV KITS	
Lavochkin LA-5FN	1/72 50p	1. Willys Jeep	1/72 40p
Reggiane RE-2001	1/72 50p	2. 155 mm. M.2 Gun	1/72 40p
Reggiane RE-2002	1/72 59p	3. Stuart Mk. I	1/72 40p
Henschel HS-126	1/72 75p	4. M3 Lee Mk I	1/72 40p
RF-84F Thunderflash	1/72 90p	5. M3 Grant Mk. I	1/72 40p
F-84F Thunderstreak	1/72 90p	6. M3A1 H.Track	1/72 40p
Fiat BR.20 Cicogna	1/72 1.55	7. M4A-1 H.Track	1/72 40p
Caproni CA 313/314	1/72 1.55	8. Tiger I.E.	1/72 40p
Gotha Go. 242/244	1/72 1.60	9. Panther G.	1/72 40p
Junkers Ju-188	1/72 1.60	10. 88 mm. Flak 18.	1/72 40p
Caproni CA/311	1/72 1.60	11. Sd. Kfz. 7 H.Track	1/72 40p
Cant Z.501 F.Boat	1/72 1.75	12. Kubelwagen and BMW Combination	1/72 40p
SUPERMODEL A/C KITS		13. Schwimmwagen and	
Reggiane RE 2000	1/72 65p	14. Kettenkrad	1/72 40p
Fiat G.555 Silurante	1/72 65p	15. Sd. Kfz 7/1 with 4AA	1/72 40p
Fiat CR.32	1/72 65p	15. M-4 (A3E8) Sherman	1/72 40p
S.M.81 Pipistrello	1/72 1.95	16. TX-40 Fuel Truck	1/72 40p
Cant Z1007 Single Fin	1/72 1.95	17. Toyota Starter Truck	1/72 40p
Cant Z1007 Twin Fin	1/72 1.95	18. Sd. Kfz 7/2 37 mm. AA	1/72 40p
RAREPLANES VACFORMS		19. M-24 Chaffee	1/72 40p
Bell 206 Jetranger	1/72 60p	20. G.M.C. Personnel C.	1/72 40p
Rep. P43A Lancer	1/72 75p	21. G.M.C. Gas Truck	1/72 40p
Fairey Fulmar I/II	1/72 1.10	22. G.M.C. Dump Truck	1/72 40p
N.A. F-11 Fury	1/72 1.20	FUJIMI AFV KITS	
Martin B-10	1/72 1.35	T-34/76A	1/76 60p
XFM-1 Airacuda	1/72 1.35	Valentine	1/76 60p
D.H. Rapide (Dominie)	1/72 1.35	M4A3 Sherman	1/76 60p
Super Constellation	1/72 1.40	PiPper 38(c)	1/76 60p
Incl. extra parts for EC-121U and WV.2	1/72 1.40	88 mm Gun and Crew	1/76 60p
TAMIYA A/C KITS		Matilda III	1/76 60p
J7V1 Shinden canard	1/72 45p	Tiger II	1/76 60p
J2M3 Raiden (Jack)	1/72 45p	Russian KV-11	1/76 60p
Ki-44 Shoki (Tojo)	1/72 45p	Jagd Panzer Hetzer	1/76 60p
Ki-84 Hayate (Frank)	1/72 45p	Russian KV-1A	1/76 60p
A6M3 Mod. 32 Zero	1/72 45p	Jagdtiger	1/76 60p
AIR CONVERSIONS		Sd. Kfz. 222 A. car	1/76 60p
Harrier T.2 Kit conv	1/72 60p	Kubelwagen and BMW	1/76 60p
WILLIAMS BROS A/C KITS		R75 Combination	1/76 60p
Martin B-10B	1/72 2.90	Jag. Tank Dast. Type I	1/76 60p
Boeing 247	1/72 2.90	Cbi-Ha (advance) exp.	1/76 60p
POSTAL SERVICE		L.S. A/C KITS	
Postage and Packing, UK rates (Books and Decals see special rates).		KSY2 Willow F/Plane	1/72 85p
Up to 50p, 18p Up to £1.50, 25p		Peggy Heavy Bomber	1/72 1.40
Up to £3.00, 40p Up to £5.00, 50p		Ki-109 Exp. Fighter	1/72 1.40
Up to £7.50, 60p Up to £12.00, 70p		M.G3M1 'Nell'	1/72 95p
Over £12.00 Post Free.		M.G3M3 'Nell'	1/72 95p
S.A.E. with all enquiries please.		HASEGAWA A/C KITS	
L.S. A/C KITS		Lockheed T-33A	1/72 40p
KSY2 Willow F/Plane	1/72 85p	Curtiss SO C-3 Seagull	1/72 40p
Peggy Heavy Bomber	1/72 1.40	N.A. F-86F Sabre	1/72 40p
Ki-109 Exp. Fighter	1/72 1.40	Heinkel HE-51 A-1	1/72 40p
M.G3M1 'Nell'	1/72 95p	F-5A Freedom Fighter	1/72 40p
M.G3M3 'Nell'	1/72 95p	T38A/(F-5B)Talon	1/72 40p
HASEGAWA A/C KITS		A6M3 Mod 22 Zero	1/72 50p
Lockheed T-33A	1/72 40p	A6M3 Mod 32 Zero	1/72 50p
Curtiss SO C-3 Seagull	1/72 40p	Heinkel HE-51 B-2	1/72 50p
N.A. F-86F Sabre	1/72 40p	C. Seagull Floateplane	1/72 50p
Heinkel HE-51 A-1	1/72 40p	Cessna A-37A	1/72 50p
F-5A Freedom Fighter	1/72 40p	Bell UH-1D Iroquois	1/72 50p
T38A/(F-5B)Talon	1/72 40p	MIG-17E/D 'Fresco'	1/72 50p
A6M3 Mod 22 Zero	1/72 50p	P-47D Razorback	1/72 50p
A6M3 Mod 32 Zero	1/72 50p	P-47D Bubbletop	1/72 50p
Heinkel HE-51 B-2	1/72 50p	S. Spitfire Mk. I	1/72 50p
C. Seagull Floateplane	1/72 50p	P-51D Mustang	1/72 50p
Cessna A-37A	1/72 50p	Ki-44 Shoki (Tojo)	1/72 50p
Bell UH-1D Iroquois	1/72 50p	Ki-61 Hien (Tony)	1/72 50p
MIG-17E/D 'Fresco'	1/72 50p	H.S. Harrier Mk. I	1/72 60p
P-47D Razorback	1/72 50p	BAC Lightning 6	1/72 60p
P-47D Bubbletop	1/72 50p	Aichi E 13A 'Jake'	1/72 60p
S. Spitfire Mk. I	1/72 50p	T-34A Mentor	1/72 60p
P-51D Mustang	1/72 50p	G.OV-10A Bronco	1/72 60p
Ki-44 Shoki (Tojo)	1/72 50p	Fuji T-1A Trainer	1/72 60p
Ki-61 Hien (Tony)	1/72 50p	G.OV-1B Mohawk	1/72 60p
H.S. Harrier Mk. I	1/72 60p	D-4A/F Skyhawk	1/72 60p
BAC Lightning 6	1/72 60p	L.F-104G Starfighter	1/72 60p
Aichi E 13A 'Jake'	1/72 60p	F-4K/M Phantom	1/72 75p
T-34A Mentor	1/72 60p	F100D Super Sabre	1/72 75p
G.OV-10A Bronco	1/72 60p	R.F. 105D Thunderchief	1/72 75p
Fuji T-1A Trainer	1/72 60p	Type 94-1 'All'	1/72 75p
G.OV-1B Mohawk	1/72 60p	Mitsubishi MU-2S	1/72 77p
D-4A/F Skyhawk	1/72 60p	Mitsubishi MU-2J	1/72 77p
L.F-104G Starfighter	1/72 60p	F.15 Eagle	1/72 77p
F-4K/M Phantom	1/72 75p	G	



Matchbox Comet Mk 1.

Continued from page 724

E15 of 98 Squadron finished in low visibility markings, a Lightning T3 of 29 Squadron, a Hunter T8 of 764 Squadron FAA, and a Provost T5 of No 3 FTS. The beauty of this sheet is that by swapping codes and serials alternative Hunter T8s can be modelled and all serials for the four Provosts in the Swords aerobatic team are also included. The variations do not stop there as by using markings from this sheet and set 1 a variety of Lightnings can also be produced.

As is usual with Modeldecals markings, instrument panels are included and there is a separate sheet of photographs showing the aircraft featured.

At 50p each plus post and packing of 12p for two sheets and 15p for three or more, these markings represent excellent value. They are available in the UK only from the sole distributors, Modeltoys of 246 Kingston Road, Portsmouth, Hants, who kindly supplied the review samples.

Matchbox Comet

A WELCOME addition to the growing Matchbox range of 1:76 scale AFV kits, the A-34 Mk 1 Comet fills a gap in the later Second World War armour scene.

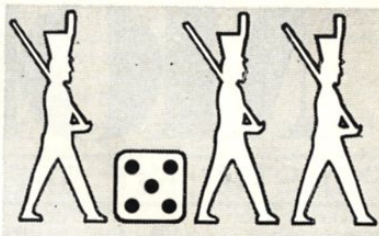
This is a nice kit to the usual Matchbox standard. Construction is simple and the finished model is basically accurate, as a check with a ruler shows.

The track guards are unfortunately out of scale, being particularly noticeable at the front. Enough clearance has to be left for the tracks and running gear and this results in the track guards being over-wide and the front hull plates too narrow to maintain the correct overall width.

Alternative transfers for the 1st Royal Tank Regiment and the 2nd Fife & Forfar Yeomanry are included in the kit.

Junkers Ju 188

UNTIL THE ADVENT of this new kit from Matchbox, Luftwaffe enthusiasts wishing to add a model of this important aircraft to their collections had to fight their way through some complicated conversion processes, so its release now is doubly welcome. (We understand that there is also a new kit of the same machine from Italaerei, but have not seen this as yet.)



Search and Destroy

THIS IS ANOTHER modern-warfare game from SPI, this time simulating tactical operations in Vietnam in the mid-1960s. The action takes place at company or battalion level with opposing forces made up of counters representing squad-size units of six to 12 men.

As its name suggests, the game has the Americans and South Vietnamese conducting operations among the jungles, villages and paddy-fields depicted on the hex grid map in an attempt to locate North Vietnamese and Viet Cong units (NLF) and their concealed supply dumps.

Most of SPI's simulations now have a choice of game complexity employing basic, standard and optional advanced rules. At its most complex, 'Search and Destroy' is still easily playable even with the American use of medical teams, heli-drops with gunship support, artillery, air strikes, M 48 tanks and M 113 APCs. Combat and movement tables are printed on the map sheet and all other tables required are shown on the back cover of the rules folder.

To offset the obvious American superiority in firepower, and to simulate the elusiveness of the enemy in jungle warfare and their dependence on ambush and booby traps, all NLF counters are played face down until combat or an American search reveals them. The rules could be clearer on the movement of face-down counters but a little thought can resolve this difficulty.

Since there are counters representing ambushes, booby traps, arms and ammunition caches, sacks of rice, radio equipment and administrative records, peasants and porters (all apparently NLF sympathisers, though non-combatant) and numerous dummies, the Americans have a bewildering task. This can be made a little easier by 'interrogating' peasants but with the unfortunate possibility of killing them in the process. This is particularly true of ARVN Intelligence Units and the result is a boost towards an NLF victory.

Victory is decided on a points system biased slightly in favour of the NLF by the need for the American player to confirm enemy casualties and to recover his own casualties (a hazardous business if they happen to have been the victims of a booby trapped area).

The rules covering leadership and morale are unsophisticated but satisfying. They reflect the dependence of the Americans on the machine. The NLF player has a number of independent commands and the failure of one through loss of leadership will not affect the others. Furthermore, a unit suffering such a loss can readily be absorbed into

news for the wargamer

another command thereby restoring it to full control. The Americans on the other hand have a chain of command which is prone to heavy disruption at various levels by the loss of radio contact with higher command. This situation is quite well reflected in the rules, and indeed it is a joy to the NLF player to watch the Americans rendered impotent at a stroke by a successful attack on a higher command unit.

Model buildings

MAINLY MILITARY, of 103 Walsall Road, Lichfield, Staffs, are now handling a very attractive line in both 00 and 1:300 scale model buildings suitable for wargamers, diorama constructors and model railway enthusiasts.

All of the models are moulded in glass fibre resin, the colour of which varies according to availability, though this hardly matters since the models all need painting anyway.

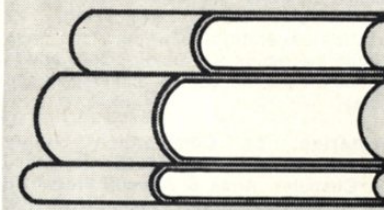
The most attractive of all the models, and also the most versatile since it can be used in almost any period scenario, is No 4, Derelict Farmhouse, which costs £1.50. The model comprises two adjoining single-room buildings moulded on a common base with a small walled courtyard and a well. The amount of detail incorporated, from splintered woodwork to broken bricks and crumbling plaster on the walls, is quite remarkable and repays careful painting. We can see this structure finding a ready place as the focal point of many a diorama, adding colour to the countryside around a model railway track, or as a primary objective during a wargame.

In the same scale (25 mm) is a Derelict Cottage (No 9) which can, unfortunately, really only be used in First or Second World War scenarios since the walls and broken doors are partially blocked by sandbags. This model costs 55p. Once again, moulding detail is excellent, and the model should find a ready reception.

Other structures in the range in 25 mm scale include a variety of medieval, Napoleonic and modern artillery positions, pill-boxes, machine-gun nests and fox-holes. There is a very attractive 'Atlantic Wall' pillbox with steps and removable roof for 75p.

In 1:300 scale there are now nine models available — a mosque and two houses suitable for North African campaign wargames, three houses suitable for Tunisia or Italy, and a very attractive church and two cottages for the European theatre, at prices varying from 15 to 30p each. A full price list is available on request.

August 1975



books for modellers

Aviation

Flight Through The Ages, by C. H. Gibbs-Smith. Hart-Davis, MacGibbon Ltd, 3 Upper James Street, Golden Square, London W1R 4BP. Price £7.50.

PRINTED IN SPAIN, copyrighted in Sweden and first published last year in America, this is one of those big, glossy, colourful 'coffee table' type books which make ideal presents but aren't usually the sort of thing you'd buy for yourself. The book's main features are the hundreds of sketches of different types of flying machine, from balloons to spacecraft, but from a modeller's viewpoint these are of strictly limited value since they are not to scale, and the colour schemes depicted are purely imaginary!

Accompanying these drawings are a few photographs, a chronology listing major and minor milestones in the history of flight, a fairly short descriptive text and a collection of quotations from various aviation pioneers. All in all rather a mixed bag and not really to be recommended.

Carrier Fighters, by David Brown. Macdonald Illustrated War Studies, Macdonald and Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW. Price £2.95.

THIS INTERESTING, readable and well illustrated book describes the development of naval fighter aircraft in Britain, America and Japan up to the outbreak of World War 2; the evolution of pilot training and new carrier aircraft in the light of early wartime experience; and a selection of significant naval-air battles which influenced later designs and tactics.

Apart from the many side view tone drawings of the main fighter types, and the large number of wartime photographs — including several dramatic 'action' shots, one of the book's main achievements is its lively illustration of fighter tactics, which clearly give the reader the 'feel' of what it was like to fly and engage the enemy from a carrier's deck.

The book is completed by a very useful appendix listing shipboard fighters 1939-45, their manufacturers, nationality, active service period, maximum speed, ceiling, endurance, armament, weight and power.

Although probably not the 'last word' on the subject, this is an invaluable book for all interested in naval air power during World War 2 and should prove popular.

Winged Warfare, by Lt Colonel William A. Bishop. Bailey Bros & Swinfen Ltd, Warner House, Folkestone, Kent. Price £4.25.

THIS IS A re-issue of the long out of print

autobiography of Canadian World War 1 ace Billy Bishop, who received every British decoration for valour, including the VC.

Bishop began his flying career as an observer, but all the while was resolved to become a pilot. He describes in vivid detail the rigorous training, the exhilaration of his first solo flight and then, at last, the achievement of his goal as he went to France as a fully qualified pilot.

He conveys admirably the strong emotions felt on his first contact with an enemy aircraft — a wild and overwhelming desire to destroy — and throughout the book his obvious courage and inherent instinct to conquer and survive carry him through numerous battles, some victorious, others near disasters.

Although of more appeal to pure aviation enthusiasts than modellers, this book does include a very useful appendix listing, describing and illustrating by means of three-view plans the main Allied and German fighter types in service on the Western Front during World War 1. Recommended.

Photo Reconnaissance, by Andrew J. Brookes. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £5.25.

SUB-TITLED 'the operational history', this book is a fascinating historical account of the evolution of aerial photographic reconnaissance from the days of hand-held cameras in static balloons to the modern, highly sophisticated 'spy in the sky' satellites. The emphasis is, however, on World War 2, and includes numerous pilots' personal anecdotes and descriptions of sorties, as well as providing the general strategic, technical and tactical background. Once again this is more a book for the serious aviation enthusiast than the modeller, and although jam-packed with information is perhaps a little over-priced.

Kampfgeschwader 'Edelweiss' — The History of a German Bomber Unit 1939-1945, by Wolfgang Dierich. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £3.60.

WRITTEN in a rather abrupt style, which may be the fault of translation, this English edition of the German book is nevertheless an interesting documentary on the activities of KG 51 during World War 2. This unit saw service during the campaigns in France and the Low Countries at the beginning of the war, as well as later during the Battle of Britain, the Balkan and Russian campaigns and the 1944 bombing raids on England. At the end of the war it was using the revolutionary fighter-bomber version of the Me 262.

The book thus covers German bomber

operations from the inside, probably for the first time as far as many English readers will be concerned, and is a valuable addition to the history of the air war 1939-45. The many dramatic operations accounts by the pilots and aircrew concerned also convey vividly what it was like to face the fighters and Flak in a German bomber, giving the book a more general appeal than many aviation histories.

Military

Napoleon's German Allies (1): Westfalia and Kleve-Berg, by Otto von Pivka. Osprey Men-at-Arms series, Osprey Publishing Ltd, 137 Southampton Street, Reading, Berks. Price £1.50.

AT LONG LAST an enterprising publisher has made a break from the interminable books on the French and British armies of the Napoleonic Wars! Many of the contingents from the smaller European states during this period were by no means poor troops, and their uniforms are some of the most colourful of a colourful era. This book will therefore be doubly welcomed by all wargamers, military modellers and students of Napoleon's army.

The book begins by briefly describing the formation of the Confederation of the Rhine then goes into more detail on the organisation, principal cities and populations of the Grand Duchy of Kleve-Berg and the Kingdom of Westfalia. The origins of the two armies are then considered, then there are two sections on the uniforms, flags and standards of the two states. This is followed by accounts of their campaigns, including full organisation details, strengths and the names of commanders down to battalion level.

The text is complemented by eight pages of full colour paintings by Michael Roffe as well as numerous black and white illustrations showing flags, uniforms and personalities.

A couple of points of confusion (probably due to the substantial editing necessary to get all the required material into a book of this length) are easily cleared up: although only six Westfalian line infantry regiments are listed on page 10, there were in fact nine by 1812 (not eight, as stated by Funcken), and these are included in the 1812 army list; and secondly, the Husaren-Garde, alias the Hussars 'Jerome Napoleon', raised in 1813, were supposed to have been uniformed in red dolman and breeches with blue pelisses, but in fact seem to have worn practically anything they could lay their hands on according to near-contemporary illustrations, hence the red and green outfit shown in Michael Roffe's painting.

Finally, as a bonus for military modellers, the author has kindly supplied *Airfix Magazine* with details of the Westfalian drummers' lace, which was as follows: 1st Regt — green/red/green/red/green; 2nd Regt — orange/blue/orange; 3rd Regt — pale blue lozenges on white background; 4th Regt — red/yellow/red; 5th Regt — yellow/red/yellow; 6th Regt — blue central stripe with black edges, white hexagons along centre bordered black and linked chain-fashion; 7th Regt — blue Napoleonic

eagles on white background; 8th Regt — black/orange/black; 9th Regt — white/blue/white/blue/white. This lace edged the regimental facing colour and is difficult to paint in 54 mm, let alone 25 mm scale!

Waterloo, by Commandant Henry Lachouque, with an introduction by David G. Chandler. Arms & Armour Press, 2-6 Hampstead High Street, London NW3 1PR. Price £6.95.

THIS MUST REALLY be the 'book of the year' as far as Napoleonic enthusiasts are concerned. Numerous volumes have been published on the battle of Waterloo, the armies, their commanders, their uniforms and other related topics, but this new title could well emerge as the definitive work on the subject.

Two factors immediately jump at you when you pick it up. First is an impression of sheer size and bulk — the book is only just over 200 pages long, but printed on top quality paper which makes it look thicker, and the pages are to a large 11 by 10 inch format. Second is an impression of colour. The book is packed with page after page of uniform plates illustrating the French, Anglo-Allied and Prussian troop types, plus several paintings by Baron Louis de Beaufort illustrating dramatic highlights of the battle. These, especially those of the great French cavalry charge, are worth the book's asking price alone.

The book begins with a description of the state of Europe at the time of the Congress of Vienna, then goes on to describe in detail the Army of the Low Countries (British and Dutch-Belgian), the Prussian Army of the Lower Rhine, and the French Army of the North.

The two rival plans of campaign are then discussed before the main section of the book begins, describing the events of June 15 to 18 1815 in tremendous detail. On the 15th the French offensive pushed the Prussians back from Charleroi but failed to bring them to a decisive battle at Gilly. Meanwhile the British did nothing and their officers attended the Duchess of Richmond's ball. On the 16th the Prussians were brought to battle at Ligny, while Ney dithered in front of Quatre Bras. The 17th was a day of indecision during which the British retreated back towards Mont St Jean while Grouchy pursued the defeated Prussians, then finally on the 18th the main battle itself occurred, with results that all know.

Throughout, the eminently readable text is packed out with line and tone illustrations — paintings of the commanders, contemporary prints of the troops and incidents during the campaign, photos of uniform details, maps of the course of the campaign and photos of the places where it all happened.

A truly great book.

Encyclopaedia of Tanks, by Duncan Crow and Robert J. Icks. Barrie & Jenkins, 24 Highbury Crescent, London N5 1RX. Price £12.50.

ANY BOOK WHICH describes itself as an ency-

clopaedia is bound to come in for more serious appraisal than most books because, unless every known fact on a subject is included, the 'nit-pickers' will find holes. Within broad limits, however, the two authors of this book appear to have done a conscientious job, and any missing details are minor with two exceptions: there is no performance data for the vehicles listed, nor any details of armour thickness.

The bulk of the book is occupied by the section on vehicle identification, which seemingly lists every tank ever built. The section is divided into nationalities, and the vehicles themselves listed chronologically. A typical entry gives suspension, armament, weight and dimensions. In some, but far from all, cases, the number of crew members is also given.

There are a large number of illustrations in this section, but unfortunately all are 'postage stamp' size so that, although clearly printed, they are too small to divulge the details that modellers in particular require.

Apart from the section on vehicle identification, the book also includes narrative chapters on: early tank development; tanks, tankettes and carriers; self-propelled weapons; mine-defeating vehicles; bridging and engineering vehicles; armoured personnel carriers, command and miscellaneous vehicles; as well as on: tank design; armament, fire control and vision; turret and hull; power plants; power trains, steering and vehicle navigation; suspension and tracks; water crossing; concealment, camouflage and markings; communications and defence against armour.

These chapters are illustrated with fewer but larger photos which are of distinctly more use than those in the vehicle identification section.

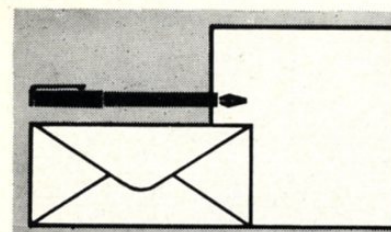
Finally there is a bibliography, glossary of AFV terminology, and an index.

Despite the tremendous amount of work which has gone into this book, and the vast amount of detail included, our twofold conclusions are that the authors and/or the publishers have not thought deeply enough about the implications of calling the book an encyclopaedia; and that the book is seriously over-priced.

Model railways

How To Go Railway Modelling, by Norman Simmons. Patrick Stephens Ltd, Bar Hill, Cambridge CB3 8EL. Price £3.95.

THIS NEW, second, edition of Norman Simmons' popular and invaluable primer will be eagerly sought by all would-be railway modellers who missed the book on its first time round. It includes chapters on practical details such as layout planning, electrical wiring, track laying, locomotives, carriages and wagons, scenery and operating, as well as thought-provoking ideas on the different types of model railway and what may best suit individuals needs and resources.



letters to the editor

Contributions

Letters to the editor selected for publication entitle the senders to each receive a free Airfix plastic construction kit, and the publication of photographs from readers is similarly rewarded. Airfix Products Ltd award the kits on the following scale:

ONE letter or photograph published is rewarded by any kit from Series 1-6 inclusive. For TWO letters or photographs any one kit up to and including Series 9 can be chosen, or alternatively two kits up to Series 6. For THREE contributions the entitlement is one kit up to Series 12 or three kits up to Series 6. Readers can make their choice on the special form which we send out after publication. The kits are supplied direct by Airfix Products Ltd.

Letters to the editor should be addressed to: the Editor, *Airfix Magazine*, Bar Hill, Cambridge, CB3 8EL. If a reply is wanted, a stamped addressed envelope (or International Reply Coupon) should be enclosed. All photographs submitted for consideration should be clearly labelled with the sender's name and address on the back of each.

Opinions expressed by correspondents on this page are their own and do not necessarily reflect the views of the Editor or Airfix Products Ltd.

BT-42 tank

IN RESPONSE to your request for information about the Finnish BT-42 tank pictured on the cover of the June issue, the hull is from a BT-7, not a BT-5 as captioned. The cover photo shows the driver's hatch in the glacis flush with the glacis plate as on the BT-7, not raised from it as on the BT-5. The lack of riveting around the glacis plate indicates the electro-welded frontal armour of the BT-7, not the riveted armour of the BT-5. The BT-7 hull had 22 mm armour in front, 13 mm at the sides and rear, and 6-10 mm on the floor and roof.

I have no definite information on the turret fitted by the Finns, but comparing the apparent thickness of its plating in the photograph with that of the glacis plate suggests a basis for the former of not more than 10 mm, probably adequate only against small arms and splinters. The turret is large, with the howitzer mounted well forward, so there could possibly be room for a third crew member in it, making four in all.

John Norris, London N6.

Ancient wargames

THE LONDON Ancient Wargames Club specialises in ancient and medieval wargaming. They also have interests in 5 mm and 15 mm ancients. Any person of any age is welcome, whether experienced or not. Meetings

August 1975

are held at the Ordnance Arms, York Road, Waterloo, London SE1, every third Sunday of the month, starting at 11 am. For further details enclose an SAE to the secretary, Michael Wasilewski, 100 Woodhouse Road, Finchley, London N12 0RL.

Blick decals

I WAS A little surprised to read of Alan Thompson's discovery of new rub-down transfers on page 550 of the May edition. There is nothing new under the sun, and the transfers Alan was so enthusiastic about have a seven-year history which can trace its origins to *Airfix Magazine*!

In 1968 Alan Hall reviewed the first six sheets in this range as a result of which I contacted the designer — Alan Breeze of Toronto, Canada — and was appointed UK distributor. In 1969 I formed a company called Dri-Dec which marketed the sheets very successfully until various political problems, which I won't go into, saw the company hand over the distribution to DryMark of Leatherhead, Surrey.

During the time I handled the sheets there were 48 aircraft sheets, numbers M1 to M48 released, as well as four AFV sheets (A1 to A4). I sold them through half page ads in *Airfix Magazine* direct to modellers as well as such trade outlets as BMW, Modeltoys, Ernest Berwick, VHF, etc.

The sheets are produced by Letraset and marketed under the Blick label and the UK packet was in fact designed by me. Alan Hall and I have used them extensively in our conversion articles and they are in fact mentioned in my *Airfix Guide Aircraft Modelling*.

I can well understand Alan's enthusiasm as they are the closest one can get to actually hand painting markings. One of my sales slogans was, 'Get that painted on look with rub-down markings', and another, 'Your model is just not complete without rub-down markings'. In 1968 the sheets were 6/- (30p) and when I gave up the agency they were 35p, so I see inflation has caught up with them, but even at 55p they are still good value.

I feel Alan Breeze has never received the credit due to him for the work he put into the design, and since I estimate that in the four years I handled the sheets, sales exceeded 90,000, they can hardly be called new, and there must be few serious modellers who do not know of them.

Bryan Philpott, Newbury, Berks.

Modelling exhibition

THE HANWELL AND District Model Society are holding their eighth annual exhibition at Hanwell Community Centre, Cuckoo Hill/Westcott Crescent, Hanwell, London W7, on Saturday October 18 and Sunday

October 19 1975. The aim of the exhibition is to promote and encourage all forms of modelling, including railways, aircraft, military hardware, cars and ships. The doors are open from 2 pm to 9 pm on the Saturday and from 10 am to 8 pm on the Sunday. For further information contact Mr J. Bidgood, 27 Barnham Road, Greenford, Middx, or telephone 01-578 5033.

Universal modellers

THE UNIVERSAL Modelling Society, which meets regularly at the Midland Adult School, Union Gaywood Croft, Cregoe Street, Lee Bank, Birmingham, has now been in existence for over a year and includes members with interest in all fields of plastic and military modelling. Anyone interested should contact the Secretary, Mr Robert Hurpage, at 128 Hazelville Road, Hall Green, Birmingham B28 9QE.

Ulster model soldiers

THE ULSTER Model Soldiers Society meets on the last Saturday of each month at 2.30 pm at 3 Cheviot Avenue, Holywood Arches, Belfast. The society's interests cover modelling of military figures, dioramas, wargaming, talks to members and periodical visits to local military museums. Anyone interested should drop in at the above address or contact the Secretary, Mr P. H. Bolton, at 19 Carrickburn Road, Carrickfergus, Co Antrim.

Strange events

WE HAD A visit by a bomber pilot to our ATC Squadron, who told of his experience of finding his Lancaster being blown on to its back by a heavy shell burst that coincided with the release of a very heavy bomb. He found the aircraft would fly inverted, and rolled it back into the normal position.

I was on holiday the next week, and one afternoon was startled to hear the engines of a Lancaster cut out. I darted out, and had the unnerving experience of looking into a Lancaster cockpit, as it passed directly overhead. The pilot's white overalls and shoulder straps were clearly visible. The engines sounded rough and I expected it to end in a smoking wreck. It continued on its way, then rolled back into the normal position, the engines cutting as it did so. Then it turned and repeated the performance.

When I returned to work, I was given the job of fixing two flap valves each to the tops of four float chambers, this was a 'one off job'. I have no proof that this had anything to do with the following, but it could well be so.

A day or two after this job was completed, a Lancaster was not only flown inverted, but was barrel rolled on several occasions in the Perry Barr - Great Barr area of Birmingham, and the engines did not cut or run rough.

I hope this will be of interest to readers, and perhaps encourage other people to relate strange goings on before they are lost for good.

Gerry Preece, Birmingham.

Aviation photopage

More photos from readers
described by **Michael Bowyer**

Right Seafire F XVII SX388 photographed in Malta in 1947, unit not known (I. H. Gannicott).

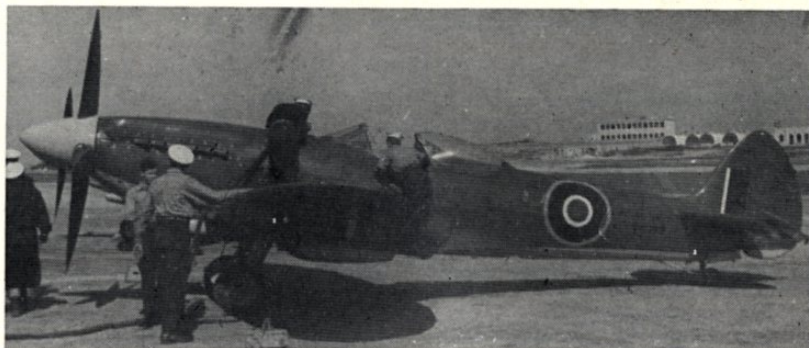


Left Avenger AS 4 XB309: 387 'Z' of 815 Squadron climbing away steeply. This machine later passed to France (Philip Gentry).

Right Fairey Battle K7666 (note the bold wing serial characters) first served with 218 Squadron then from October 1938 with 185 Squadron and from April 1939 with 1 AAS (R. Gascoigne).



Left Firefly MB436: 201 'Y' has nosed over after a deck landing, though the pilot appears to be all right. This aircraft was attached to HMS Unicorn (Philip Gentry).



AIRFIX magazine

Please address your correspondence to
Airfix Magazine,
Classified Advertisement Department,
Bar Hill, Cambridge, CB3 8EL.

Rates 8p per word. Minimum charge 80p.
Box numbers 30p extra charge.
All advertisements must be prepaid.
Please state classification required.

CLASSIFIED ADVERTS

Closing date for next available issue August 20th

FOR SALE

AIRFIX MAGAZINES No 1 June 1960 — April 1974, 6 missing. Aircraft Illustrated No 2 to date. Air Extra Nos 1-16. Also Purnells History World War II, 128 weekly parts, complete Mint condition. Offers: Harrison, 3 Oregon Square, Orpington, Kent, BR6 8BH. (1855s)

YOUR OWN HOT AIR BALLOON. 8ft high, 20 ft circumference, various colours. Will rise to 200ft. Great fun. £3.50 + 45p p&p. Apply Box No 1856S. Enquiries welcome. (1856S)

A.S.P.S. — 19 x 1/72 scale A/C Plans in MT Nos 1 & 2, 25p + postage. 36 Bryce Road (M), Currie, EH14 5LW. (1857S)

LARGE RIKO 'Missouri'; Lindberg 'Blue Devil'; 'Tirpitz' Battleships; Heller, Revell ship kits. Offers or exchange Hornby Dublo, Yesteryear. Box No 1858S. (1858S)

AIRFIX MAGAZINES Feb-Dec 69, Aug-Dec 68, plus odd ones back to Sept 63. Offers with S.A.E.: Greenhill, 31 Red House Close, Ware, Herts. (1860S)

The publishers of **AIRFIX MAGAZINE** must point out to readers that, while every care is taken to check the bona fide nature of all advertisements, they cannot accept any responsibility for disputes which might arise

Three Frog Jersey Airlines Herald. £5.20 each, including registered postage. Herald, 57 The Pasture, Kennington, Ashford, Kent. (1861S)

Britains State Coach, also companion 'Beefeaters, Outriders and Footmen', both in original boxes. Offers, SAE. Box No 1862S (1862s)

WANTED

PAY HIGH PRICES for IPMS France, IPMS Australasia and Vol 1-5 IPMS UK, Vol 1-2 IPMS Italy. Box No 1859W. (1859W)

WATCH THIS SPACE!

Advertising in *Airfix Magazine* is a sure-fire way of selling all your modelling products — kits, tools, paints and accessories. Give it a try now — write to the following address for full details and rate card, or telephone 01-405-3611.

Mr S. C. Sullivan,
Advertising Manager,
Airfix Magazine,
Jackson Rudd & Associates,
Oldebourne House,
46-47 Chancery Lane,
London WC2A 1JB

JONES BROS. OF CHISWICK

NEW AFV KITS

ESCI 1/72 Panzer III ausf N	55p
ESCI 1/72 Hanomag 251/1	55p
Matchbox Wesp	30p
Matchbox Puma A/car	30p
Airfix Scorpion Tank	24p
Bandai Matilda 1/48	£1.00
Bandai Valentine 1/48	£1.00

NEW Airfix French, Waterloo Imperial Guard '00' 24p

1975 Catalogues: Airfix 33p, Bandai 45p, Frog 35p, Lifelike 25p, Monogram 40p, Revell 30p, Tamiya 55p, Plastruct 30p, Jones Bros. Kit Catalogue 40p.

All catalogues post paid.

Post & Packing — 10% of order
Minimum 15p — over £5 Post Free (U.K. only)

I.P.M.S. — DETAILS — S.A.E.

56 Turnham Green Terrace, Chiswick
Tel. 01-994 0858 LONDON, W4 Est. 1911

Closed all-day Thursday

Aviation Titles Hurricane Special

Maurice Allward

This latest in the series of popular pictorial 'specials' shows the versatile and beloved Hurricane in its many roles.

11" x 8½" 64pp fully illustrated, 4pp colour **£2.75**

For Young Enthusiasts Warplanes in Colour

Aircraft from Britain, the United States, Germany, Sweden, France and many other countries make this an exciting, fully pictorial colour magazine encompassing the entire period of military aviation history from World War I to the present day.

9¼" x 7¼" 32pp fully illustrated in colour **40p**

IAN ALLAN

Terminal House Shepperton TW17 8AS

Getting it regularly?

Wise readers make sure of getting their copy of *Airfix Magazine* each month by taking out an annual subscription. No more hunting bookstalls for the latest issue — have it delivered right to your front door. That way you make certain of not missing the article, review or advertiser's bargain you particularly want to see. Place your subscription now by using the form below.

To Airfix Magazine, Subscription Department,
Surridge Dawson & Co (Productions) Ltd,
136/142 New Kent Road, London SE1.

Please send my *Airfix Magazine* each month by post on publication for a 12 month period commencing with the _____ issue. I enclose my cheque/postal order (not cash or stamps) for £3.40 (postage included). (USA \$8.75).

Date _____ Signed _____

Name _____

Address _____

Please write clearly in block capitals

A8/75

What a bind!

The Classified Advertisement columns in *Airfix Magazine* prove that copies of every issue become more and more valuable as time goes on — and especially those which have been preserved in good condition. Protect your investment and at the same time tidy up your bookshelves by keeping your copies in AIRFIX MAGAZINE EASIBINDERS. Order now for your valuable back numbers, your last year's copies or even your next year's copies, using the form below.

To Airfix Magazine, Easibinder Department,
PSL Publications Ltd, Bar Hill, Cambridge CB3 8EL.

Please send me _____ special *Airfix Magazine* Easibinders immediately at £2.25 each including VAT and postage. I enclose my cheque/postal order (not cash or stamps)

for £ _____ Signed _____

Name _____

Address _____

Please write clearly in block capitals

A8/75

Titan Dustcovers

thermoformed in lightweight
crystal-clear plastic



Stocked by all the best model shops

Send S.A.E. now for brochure

Sizes available	De-luxe Price	P&P Extra	Suitable for
26" x 6" x 7" high	£2.64	46p	Ships
18" x 7" x 9" high	£1.85	37p	Large Tanks
13" x 6" x 5" high	99p	37p	Cars
18" x 7" x 6" high	£1.49	37p	Aircraft
6" x 6" x 2 1/2" high	43p	18p	Militaire
18" x 18" x 5 1/2" high	£2.38	46p	(foot and mounted)
5 1/4" dia. x 5 1/4" high	50p	18p	Dioramas, etc., etc.
6" x 3" x 2 1/2" high	36p	18p	Aircraft, Dioramas, etc.

TITAN MANUFACTURING CO. Tel. 01-574 3173
24/26 HIGH STREET • SOUTHALL • MIDDX. • ENGLAND

HEROICS FIGURES

1/300 scale micro-tanks and micro-people.

New: German Paratroops with 47 mm anti-tank gun British Paratroops with 6 pdr gun, both types available at 8p per gun and crew.

Armour At 10 pence. French: AMX-30. German: Leopard. UK: Chieftain, Centurion, Centurion AVRE, Abbot. USA: M109, M60A1, M60A2, M48A1, M-728 CEV. Sweden: S-tank. USSR: T-70, BM-21 RL, D-30 122 mm howitzer and crew, T-62, T-55, T-55 dozer. **At 8 pence:** French: AMX-10. German: Jagdpanzer Kanone, Jagdpanzer Rakete, Marder. UK: Saracen, Ferret 2/6 Vigilant AT launcher, Ferret, Saladin, FV432, FV438 Swingfire, Fox. USA: M551 Sheridan, M113, M114, Canada: Lynx. USSR: BRDM-2 Sagger launcher, BRDM-2 Armoured Car, PT-76, BMP-76, BTR-40, BTR-60.

Post & Packing: UK 10% in £, minimum 10p, over £5 post free. Overseas Airmail 40% in £, Seamail 20% in £. Send s.a.e. for full lists of 1/300 figurines.

HEROICS FIGURES

22 MOWBRAY COURT, MOWBRAY ROAD, LONDON SE19 2RL

AIRFIX MRRRC

FOR YOUR AIRFIX MOTORACE SETS and ACCESSORIES and all SLOT CAR RACING EQUIPMENT

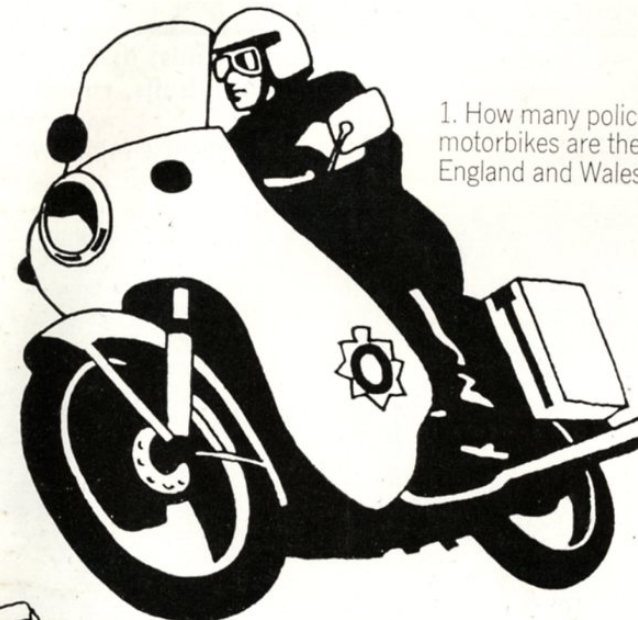
Please send 10p for catalogue and price lists to MRRRC Ltd.,
29 Ashley Road, Boscombe, Bournemouth, Hampshire.

NAME

ADDRESS

No.5

What do you know about the police?



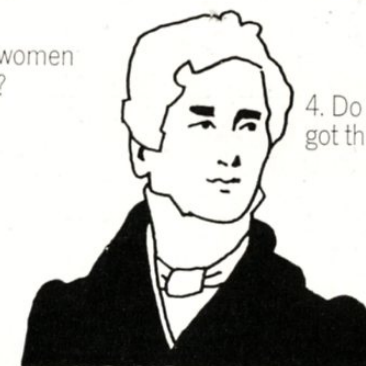
1. How many police motorbikes are there in England and Wales?



2. What is the minimum number of people required on an identification parade?



3. Can policewomen make arrests?



4. Do you know how policemen got the nickname of "Bobbies"?



5. How many police officers in England and Wales received national awards for bravery in 1972?

This is the fifth in a series showing the background, present-day working and development of Britain's police. If you missed any of the previous ones and would like copies, or would like further information about the police, please write to: Police Quiz, Dept AJ44 Home Office, London SW1A 2AP.

ANSWERS

1. Nearly 3,700.
2. Eight.
3. Yes, a policewoman has the same powers as a policeman.
4. From Sir Robert Peel, Home Secretary, when the Metropolitan Police was formed in 1829.
5. 45.



YOUR INTERNATIONAL MODEL MAIL ORDER HOUSE



Suppliers to the British and Overseas Governments



TAMIYA 1/48

Due any day but only in limited supplies so order NOW
LANCASTER 18/111 £6.95 approx.

AIRMODEL CONVERSIONS

180 Blackburn Firebrand	£1.06
194 Junkers JU388	£1.06
218 Westland Tan/Wing Lysander	83p
271 Messerschmitt ME 109H and Z	83p
305 Convair Cataunas TA7C	£1.06

REVELL 1/72 COLLECTOR'S CHOICE

F-47D Thunderbolt	26p
P-39 Airacobra	each
Curtiss P40E	
F4U-ID Corsair	

BOOKS FOR AIRCRAFT ENTHUSIASTS

Guinness Book of Air Facts and Feats	£2.95
Bomber Squadrons of the RAF, and their Aircraft, McDonald	£8.00
AIR INTERNATIONAL Bound Volume 7	£4.25
Putnam's The world's Civil Marine Aircraft	£2.50

POCHER 1/8 scale

Fiat 130 HP Grand Prix de France 1907	£39.82
Alfa Romeo 8 C-2300 Monza	£50.93
Rolls Royce Phantom II Drop head coupe 1932	£78.71
Alfa Romeo Spider Gran Sports 1932	£60.18

MANIA 1/48

TYPE 97 BOMBER
as illustrated

MANIA 1/72

New-Kate double kit
Type 97 carrier
attack bomber
Sonia double kit (two versions)

TAMIYA
AIRCRAFT 1/48
Buffalo

LIKE LIKE THOMPSON TROPHY PLANES

Gee Bee, Laird Turner
Hall Springfield £1.53 each

HASEGAWA 1/72 AIRCRAFT

P.47 Thunderbolt bubble top
Spitfire Mk I
P51D Mustang 47p each

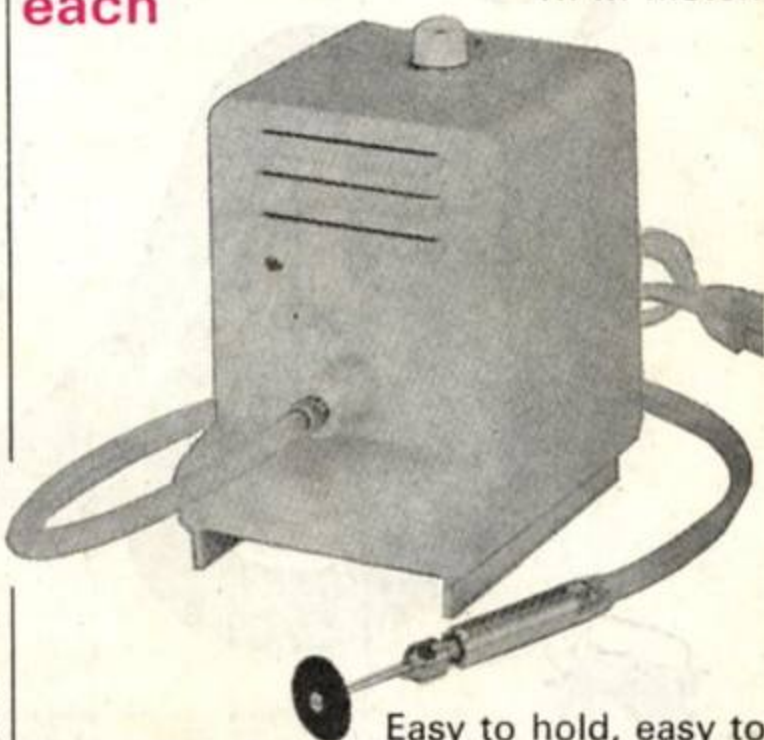
OTAKI 1/48
P.51D Mustang £1.35
P.40E Warhawk £1.35
Jap Fighter Goshiki £1.35
Jap Fighter Tojo £1.35

ITALAEREI 1/72
£1.53 Ju 188 £1.49

cuts, grinds, drills, deburrs,
polishes, buffs, routs, shapes

BADGER Electric BENCH TOP POWER TOOL

Designed for hobby work,
the 2-ft. flexible shaft is
powered by a rugged 3000
RPM motor.



Easy to hold, easy to
use for fine and precision work on
plastic, wood and metal hobby materials.

NEW AIRCRAFT KITS

Rareplanes	Fairey Fulmer Mk 1 & 2	£1.02
Matchbox	Brewster Buffalo	28p
Monogram	Super G. Constellation	£1.02
	U.S. Navy D.C.3	£1.02
	Ford Trimotor	£1.02
Revell	Lufthansa Boeing 747 1/144 Jumbo	£1.80

SUPERMODEL

A.B.M.W. own import	60p
Fiat G.55 Centauro	60p
R.E. 2000	60p
R.E. 2002	60p
Cant Z 1007 Alcione	£1.60
S.M. 81	£1.60
Fiat G.55S Silurante	60p
R.E. 2001	60p
C.R. 32	60p
Cant Z 1007 Bideriva	£1.60
K.P. Czechoslovakian	1/72
Aero L-29 Dolfín	
Avis B.534	
Ilyushin Il-10/Avia B-33 La 7	
Mig 19	
Letov 5 328	
La-7	
Mig 17	

ONLY
52p
EACH

JOHAN

Me 262
A-1a, A-2a, -B-1a or B-1a/UI 68p

HUMBROL

PAINT SETS

51p each

Set No 1
R.A.F.

Set No 2
Luftwaffe

Set No 3
Tank
Finishing

1/72

★

HUMBROL BADGER AIR BRUSHES



'A' HUMBROL BADGER AIRBRUSH SET

Contents: 200 airbrush airline,
power pack connector, 4 jars, power
pack, instruction leaflet, guarantee
£19.54

'B' HUMBROL BADGER 250 SPRAY GUN

Contents: 250 spray gun, airline,
power pack connector, 2 jars,
instruction leaflet £5.06

'C' HUMBROL BADGER 250 SPRAY GUN SET

Contents: 250 spray gun airline,
power pack connector, 5 jars, power
pack, instruction leaflet £6.36

OTHER BADGER AIRBRUSHES

100 XF Fineline airbrush
with cup £26.70

100 IL Fineline airbrush
with cup £26.70

150 IL Poster airbrush
£28.30

BADGER ACCESSORIES

20 oz. propellant £1.10

12 oz. propellant 70p

MP 1033 portable air compressor
with adaptor £40.00

50-029 tyre adaptor 84p

50-0252 spare jar with lid 19p

50-0241 Jar gaskets (3) 24p

50-200 Air regulator £2.96

50-004 On/off valve £1.12

50-001 6 ft. air hose £1.09

50-001 10 ft. air hose £2.16

LIQU-A-PLATE

NOW IN FIVE COLOURS

1. Aluminium plate
2. Dark Anodic Grey (or steel)
to simulate dark anodised panels
as on Boeing 247D airliner
or steel parts of any model.
3. Titanium. Matched to real panels
of flying aircraft. For Models of
F-100 Super Sabre, F-4E Phantom
II, etc. rear section
4. Jet exhaust. Matched to real
flying aircraft, a very dirty
dark brown-brown-grey colour
for jet aircraft
5. Bronze. Matched to the shade
of a new Bristol radial engine
nose exhaust collection ring,
such as on Beaufighter

For use with spray guns, Badger,
etc. They may be left dull or
polished to the degree of lustre
required. They are intermixable
and in jars. After spraying and/
or polishing the model can be
sealed with the special sealer.

LIQU-A-PLATE, state colour 70p

SEALER per jar 70p

REVELL LATEST

Don Garlits AA Ford	£4.26
Canned Heat	£2.18
U.S.S. Olympic	£2.18
Douglas DC7	70p
Constellation	70p

NEW A.F.V. KITS

1/35 US Infantry Europe 65p
7.5cm Anti Tank Gun (Pak 40) L46 74p
SUITABLE FOR RADIO CONTROL with fully assembled gears a superb kit
the new M 4 SHERMAN and only £45.83
IMAI'S ELEFANT 88mm AT GUN £120.00
Tank Destroyer Tiger (p) 1/16 scale 28p
Matchbox Pums Armoured car

PHOENIX BYGONE AGE SERIES

1/24 scale

C-1 Livered Driver	£1.29
C-2 Cabbie	£1.29
C-3 Driver and Guard (2)	£2.59
C-4 Regency Period Driver	£1.29
and of course:	
Victorian Milk Float	£2.07
Knife grinders cart	£2.07
Hot chestnut barrow	£2.07

1/32 scale

19th century single Brougham, coach only	£4.09
Stanhope Gig, Gig only	£2.50
19th century 'Hansom' cab, one horse needed	£3.15
19th century 'Royal Mail' coach (c 1820), 4 horses needed	£5.50
Victorian street barrel organ	£2.73
Horses, two types,	£1.62

CAR KITS

Bandai 1/61 scale	
1937 Packard Roadster "The Twelve Cylinder"	£9.03
Tamiya 1/12 scale	
Yardley McLaren	£6.02
HASEGAWA 1/160 scale	
SUB 1-401 over 350 wood and metal parts	£36.58

Bandai 1/48 scale

British Valentine	£1.20
Russian K.V.I.	£1.48
Russian SUB5	£1.20
Russian T34/76	£1.48
Hummel 1/15 scale	£10.65

NEW FIGURES

Italaeri 1/35 Scale 51p
Italian Paratroopers
Russian Anti Tank Gun 76.2 M42 69p

HINCHLIFFE

All the latest issue is stock, 25mm
and 54mm

NEW A.F.V.'s

BANDAI 1/48 Scale 93p
U.S. Long Tom 155mm 93p
British Matilda

FUJIMI 1/76 scale

Jap Tank Destroyer Mk I 56p
Second version of Medium
"Chi-Ha" Tank 56p

ESCI 1/9 scale

Kettenkrad £7.40

VAT

Please add 8% to
all orders including
cost of postage
and packing except
books

POSTAGE

Minimum Charge	25p
Up to £1	45p
£1-£2	60p
£2-£3	75p
£3-£4	90p
£4-£10	£1.00
£10-£15	Free
Over £15	Free

BMW MODELS, 327/329 HAYDONS ROAD, WIMBLEDON, LONDON SW19 Telex 928374 01-540 7333/4